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January 1st—7th, 1987, No. 1

THE Fisherman

LONG ISLAND, METROPOLITAN NEW YORK EDITION

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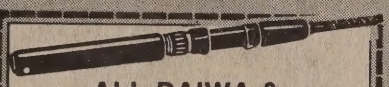

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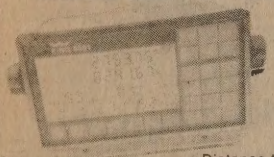

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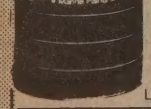

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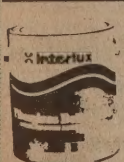

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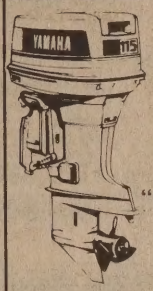

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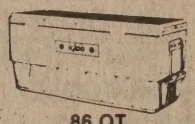

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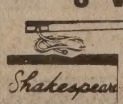

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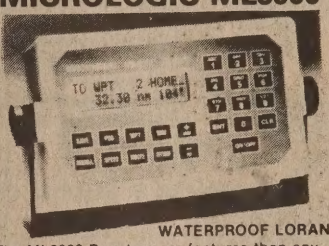

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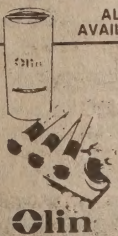

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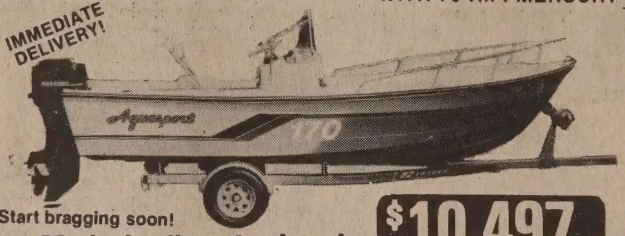

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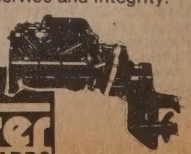

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THE Fisherman

LONG ISLAND, METROPOLITAN NEW YORK EDITION

Volume 22, Number 1 January 1st, 1987

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ABOUT THE COVER:

A Mako 261 cuts a handsome trail through a coastal inlet. You'll be able to view all of the latest in fishing machines at the New York National Boat Show, January 2nd through 11th. The world's largest show opens for the first time in the magnificent, new Jacob Javits Convention Center.

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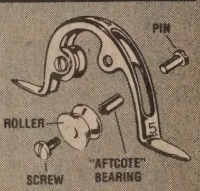

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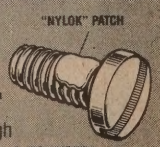

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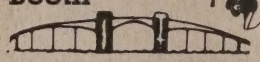
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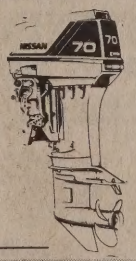

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Fisherman subscribers who seek replacement parts for old Luxor reels may find what they need at one of the following sources: The Surfcaster, 113 Maywood Road, Darien, CT 06820, has a limited amount of Luxor parts. Not all parts are available, but the bail springs can be obtained from Surfcaster. This shop also does some custom work on the Luxor and Crack reels, including replacing the ball bearings with stainless steel bearings (lifetime guarantee) and drilling the housing to allow sand to "wash" out when the reel is exposed to sand when used for surf fishing.

Agate guides, in fully matched sets of German silver, are also available through the Surfcaster at moderate prices.

Mike Oliveri of Lawrence, Massachusetts does repairs on the Luxor reels also. Oliveri does not have all parts, but may have what you need. He can be contacted at (617) 683-3236. Oliveri does not do reel repairs as a business, but will help anyone who needs replacement parts if he has them on hand.

REAGAN'S CLEAN WATER VETO "SHORTSIGHTED"

The newly amended Clean Water Act, the product of four years of dedicated work by Congressmen and conservationists, had more support in Washington than any other single piece of environmental legislation this year. Not one member of Congress, Democrat or Republican, voted against it. The Environmental Protection Agency endorsed it. So did a majority of Americans, in poll and after poll. Nonetheless, the bill died on President Reagan's desk on November 6th, the victim of a "pocket veto.'

When the President failed to sign the legislation to renew the Clean Water Act, citing the bill's high price tag ($18 billion), he vetoed several programs which would strengthen the nation's ability to clean up polluted waters and enhance public health and recreation. The law would have required, for the first time, controls on runoff from farms and urban areas, a major source of pollution in many lakes, rivers and coastal estuaries. Other amendments to the Act would initiate new efforts to clean up toxic wastes and proect important estuarine systems. The bill also extends grants to local communities for sewerage treatment through 1994.

Senator John Chafee (R-RI) called the President's veto "shortsighted in view of the environmental needs of the nation." He and other sponsors of the legislation say they will reintroduce it first thing when Congress reconvenes in January. The President has, more than likely, only delayed passage of the new clean water law, because if he chooses to veto it a second time, Congress will, with strong public backing, override it.

NCMC ASKS NOAA TO EXPLAIN DECISION ON SWORDFISH

The NCMC, in an October 23rd letter urging NOAA administrator Anthony Calio to reconsider his decision not to implement swordfish closures in the Atlantic this year, expressed its "grave concern that the present poor condition of the swordfish stocks, caused by overfishing, demands immediate relief through the proposed closures, at the very least, and that more stringent measures may be necessary next year."

The Regional Fishery Management Councils recommended seasonal closures from New England to the Gulf of Mexico as part of the Atlantic Swordfish Fishery Management Plan. The closures in the fishery would decrease the catch of small swordfish, allowing more of them to recruit to the stock of adult fish, which has declined 40 percent since 1978.

In addition to asking Calio to reverse his decision, the NCMC requested that NOAA provide the Regional Councils and the public with a full and detailed legal justification for that decision.

NEW YORK SPORT FISHING FEDERATION MEMBERSHIP DRIVE

The New York Sport Fishing Federation is pleased to announce that as a result of its membership drive in the last month, the following clubs have applied for membership: Montauk Captains Association, East Rockaway Anglers, Long Island Beach Buggy Association, and the Merick Rod and Gun Club. In addition, hundreds of individuals have become supporting members.

The Federation is presently organizing legisltive opposition to the DEC's moratorium on striped bass. It is the Federation's position that there should be a one fish bag limit with a no sale provision for the recreational fishery.

If you believe in this position, write to your assembly person and/or your state senator. Let your representative know how you feel. And second, join the Federation as a supporting member. Add your name to the thousands who are already members. Let's let Albany know just how important sport fishing is here in the Marine District.

As an added incentive to join, your membership entitles you to take part in a free drawing for a week in the Florida Keys, an overnight Canyon trip, a day's fishing on the Great South Bay and another on Moriches

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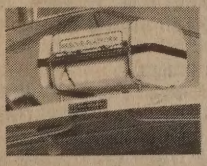

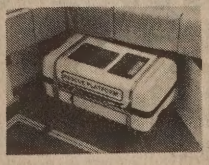

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MANATEE 22 VC

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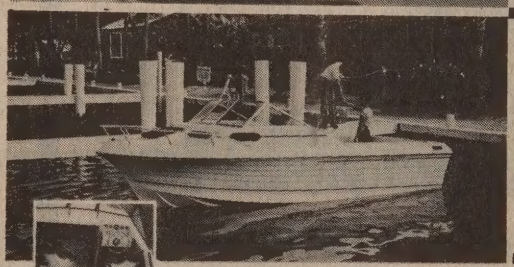

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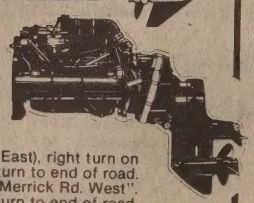

FROM THE WEST: Meadowbrook Pkwy. to "Merrick Rd. East" (Exit M-9 East), right turn on Hewlett Ave., go 1 mile to Bayberry & turn to end of road.

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Bay. The winners of the raffle will be announced at the Sport Fishing Forum at SUNY Old Westbury on March 14th.

Won't you help sport fishermen help themselves? Join today! Send a check for $10 (supporting member) or $50 (club membership) to: New York Sport Fishing Federation, P.O. Box 240, Oakdale, NY 11769.

STRIPER DEFENSE FUND

On behalf of the Montauk Boatmen's Association and the Montauk Captains Assoc., I would like to publicly thank all those who have contributed money towards our campaign to regain a recreational fishery for striped bass and to make a general accounting of how much was collected and how it has been and will be spent.

A total of approximately $1900 was contributed by tackle shops, boat liveries and marinas toward poliitcal ads that appeared in The Long Island Fisherman and Newsday just prior to Election Day. There is a balance of approximately $200 being held by the Montauk captains Assoc.

Approximately $1100 was contributed by the general public toward the Striper Captains Defense Fund established by the Montauk Marine Basin. Of this, $200 was spent on fines and approximately $100 was used for administrative expenses (stamps, phones, etc.). The balance is being held by the Montauk Boatmen's Assoc. in a special account to be used solely to regain a recreational striped bass fishery.

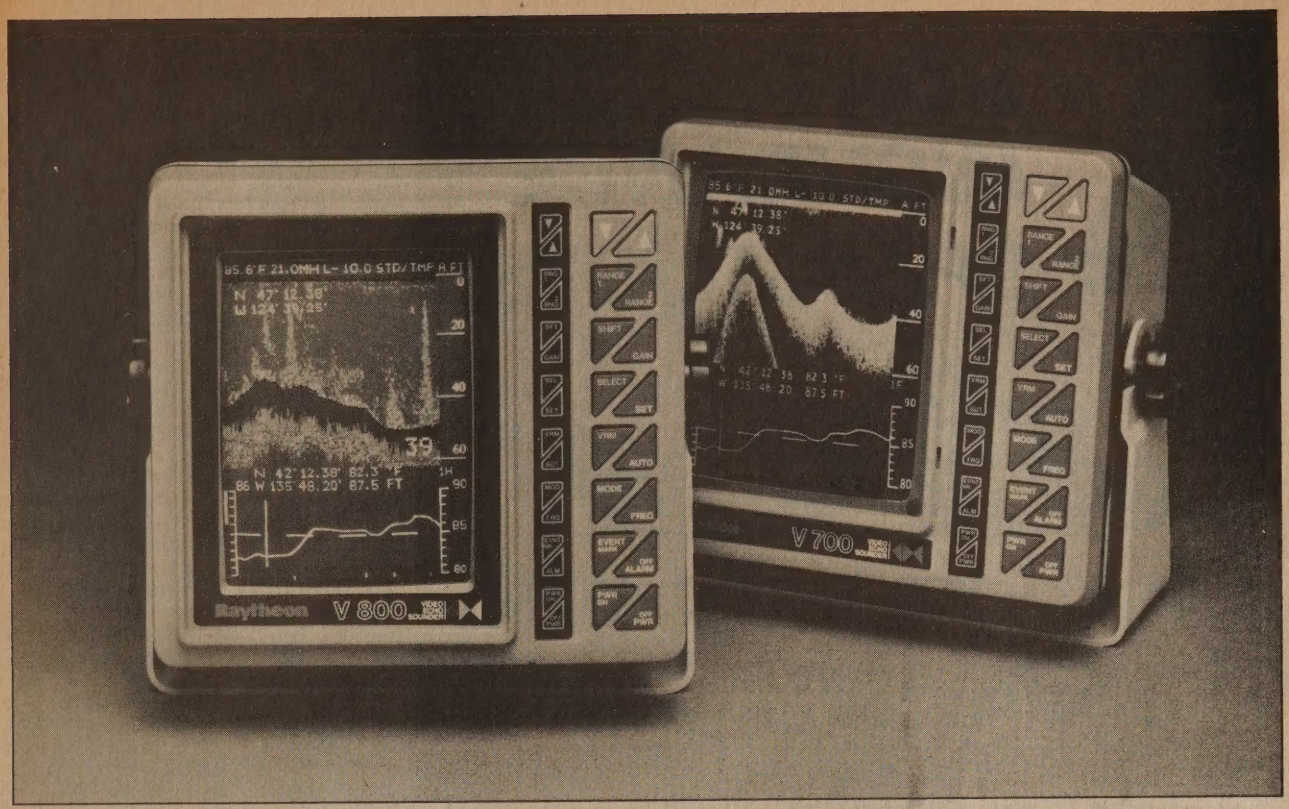
There was approximately $500 raised by the Montauk Captains Assoc. through a raffle held at their annual dinner dance plus some miscellaneous contributions. This money is being held by the Montauk Captains Assoc. to used solely for striped bass related activity.

We are making considerable progress in our campaign but there is still a great deal of work left to be done. The remaining funds will be used as deemed necessary to complete this campaign.

Commissioner Williams of the DEC has assured us that there will be a re-evaluation of the striped bass regulations as they relate to recreational fishing for the 1987 season. That doesn't mean that we will be given a bag limit, but it is the first step. We have reason to believe that we will be meeting with a representative of Commissioner Williams in the near future.

When the legislature opens in Albany, around mid-January, we will be traveling there to meet with the Assemblymen and Senators in order to gain their unanimous support. At that time, we would like to initiate a letter writing campaign by our fellow anglers to their individual representatives in order to emphasize the extent of our support.

As stated earlier, we are making considerable progress, but we still have a lot to do. If you would like to help us. you can send contributions to



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- 150-watt rms transmit-power, 1200 watts p-p (1½ times more power than many competitive models)
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- 200 and 50-kHz soundings, speed and water temperature all with a single 4-in-1 transducer
- Automatically finds and displays bottom at turn-on
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- Water temperature graph display
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- Alarms for "fish-windows," min/max depths, water temperature
- CRT-display of position data from any Loran-C with NMEA 0182 or 0183 format
- 2-year limited warranty

Unique built-in NAV mode.

- Large CRT readouts of bottom depth, speed through water and surface water temperature
- No need for separate navigation sounder

V-700 and V-800 are two more examples of the high-tech engineering excellence you've come to expect only from Raytheon.

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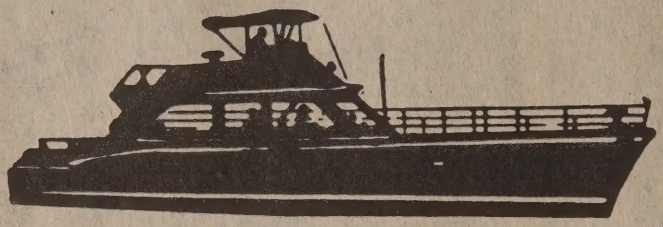

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either the Montauk Boatmen's Association at P.O. Box 1033, Montauk, NY 11954, or to the Montauk Captains Association, at West Lake Drive, Montauk, NY 11954.

BOATING CLASS

A pleasant suprise to novice boaters as they first take to the water is the courtesy which skippers and crews show to one another in sharp contrast to the ill-tempered outbursts a motorist may experience.

As Flotilla 11-6, USCG Auxiliary, emphasizes in its basic boating courses, good manners and courtesy (admirable traits at any time) are age-old traditions of the sea and become the hallmark of the competent pleasure boater.

To learn more of the Rules of the Road and how to operate your boat safely, Flotilla 11-6 is offering a course in Basic Boating on Wednesdays at 7:30PM at the Miramar Yacht Club, 3050 Emmons Avenue, in the Sheepshead Bay section of Brooklyn. The class will meet beginning January 14th. Pre-registration is on now!

For more information and to reserve your seat, call Hal Grotefendt at 1-212-519-2877 days, or 1-718-769-9311, evenings.

THE COALITION SAVING THE BATTENKILL RIVER NEEDS HELP!

Early April 1986 the Cerosimo Lumber Company of Brattelboro, Vermont purchased the Hill Farm. The Hill Farm is located between Manchester and Arlington, on Sunderland Road, just south of Basketville. Hill Farm consists of 190 acres, with two miles of the Battenkill River.

A half-dozen local residents formed a coalition, raised $50,000 to save the Hill Farm, because the stage was set for the development of as many as 90 homesites on the property.

Cersosimo Lumber Company asking price for the parcel of 190 acres was $500,000. Having been given until April 14, 1986 to raise the necessary money for the transaction, the Coalition received a loan from The American Farm Trust. This loan required the signatories for the full amount of the obligation. Cersosimo Lumber Company took back paper for $250,000 (at 12 percent) for one year.

Having acquired the property, the Coalition divided it into eight parcels. Three parcels have frontage on the historic Battenkill River, one parcel overlooks and with access to the Battenkill River.

The description of the Hill Farm parcels:

Parcel 1: $32,750, 8 acres of open, level prime agricultural acreage. Excellent views; possible home site with frontage on Sunderland Hill Road.

Parcel 2: $55,200, 11 acres of prime agricultural land east of Sunderland Boro Road. Excellent for home sites, and overlooking open, protected meadow with spectacular, elevated view of Mt. Equinox.

Parcel 3: Partially sold. Easy power and drive access to historic Camp

A boat built to run offshore shouldn't set any speed records on the assembly line.

North Carolina's Outer Banks are known as some of the world's most treacherous waters. But they're just weekend fishing grounds for the people who design and build Grady-Whites.

Our people know, first hand, the challenges of offshore fishing. That's why Grady-Whites are some of the toughest, most functional fishing boats you can buy.

Consequently, the production of Grady-White boats is quite limited. And that's a good reason to visit your Grady-White dealer today. Because, even though we spend a lot of time building each Grady-White, they move pretty fast when they reach your local dealer.

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Clearly Finds

Lowrance X-5 LCG image beats all

Fish!

paper graphs except one.

You're a serious sonar user. You've been intrigued by the promise of liquid crystal units, a pictorial sonar that doesn't use paper, and is easy to see in sunlight (unlike video). But so far, you've been disappointed by the pictures they produce. The "blocky" pictures just aren't clear enough.

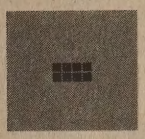
Enter the Lowrance X-5 LCG. The resolution, zooms, grayline, and total sonar system are so superior to competitive products that it's almost a shame to call it a liquid crystal unit. And while the resolution isn't quite as good as the industry standard for excellence—the Lowrance X-16 paper graph—the X-5 leaves competitive liquid crystals and paper graphs far behind in its wake.

The X-5 has such an advanced microcomputer that it runs itself with the simple touch of a button. Or, you can take as much control as you like. It has 3,000 watts* of power, the most watertight case ever developed, and a new faceplate that's easy to see even with polarized sunglasses. Plus, the X-5 is several units in one: a graph recorder, a digital sonar, a speedometer,** a trip log,** and a surface temperature gauge.

Lowrance X-5 and the companion X-4. Sonar will never be the same again.

*375 watts RMS
**Requires Optional Speed Sensor (LSS-5).

A Word About Liquid Crystal Resolution



Competitive Liquid Crystal Units
Most competitive units have 30-75 pixels (dots) vertically. Fish are shown as "blocks" that you often can't distinguish from the bottom, bottom structure, interference, or other suspended objects. A poor value to the user *especially* without a good zoom. Not as good as a flasher. Lowrance would never put its name on such a product at any price. (See NOTE below.)

Lowrance X-4
Has 82 pixels (dots) vertically with a telescopic zoom of *any* segment as small as 10 feet. Fish are usually revealed as clearly defined arches, *especially* when using the zoom feature. Excellent value to the user. Better than a flasher for all but the most experienced flasher users.

Lowrance X-5
Has 192 pixels (dots) vertically, grayline feature, plus variable zoom of any segment as small as 10 feet. Excellent value to the user. Far better than any competitive liquid crystal unit. Even better than competitive paper graph machines.

The Industry Standard for Comparison
The Lowrance X-16 paper graph.

Note: As a sales gimmick, some competitive units show pixels above the bottom in a color such as red. This actually provides less contrast than black pixels and is of no value other than a sales "novelty." Only with better resolution and grayline can you really distinguish fish from the bottom, random noise, thermoclines, downriggers, buoylines, nets, tree branches in man-made reservoirs, shipwrecks in the ocean, baitfish, plankton, etc.

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Ondawha Road. Pond and elevated, protected views of Mt. Equinox.

Parcel 4 and remainder of Parcel 3: $188,000, 39.8 acres of beautiful rolling meadow with magnificent views of Mt. Equinox. Up to four home sites. On Hill Farm Road. Ideal for horse farm.

Parcels 5, 7, 8: $169000, 95.3 acres of prime agricultural and river bottom land with house, barns and silo. Excellent grazing pasture and meadows with over two miles of frontage on the Battenkill River; located on Hill Farm Road.

Parcel 6: $145,000: 4.1 acres wooded hillside land between Sunderland Hill Road and Sunderland Depot Roads overlooking and with access to the Battenkill River. Protected from bordering development, ideal home site with panoramic, ridge-line view of Vermont Valley and Mt. Equinox.

The Coalition must sell the parcels to cover debt, interest payments and other costs involved. Brokers will be protected.

If you are interested in any part of the Hill Farm, contact: William F. Herrick, The Incredible Tree, Box 601, Manchester, VT 05254; (802) 362-3629.

If additional information, or map of parcels, is desired before you contact the Battenkill Conservancy, contact: Erick Erickson, (718) 939-7012. Long Island Chapter of Trout Unlimited.

VOLUNTEERS NEEDED FOR STRIPED BASS RESEARCH

Twice a day 6.5 million cubic feet of Atlantic Ocean pour into Canada's Bay of Fundy. It is the world's greatest tidal surge and has the power of 8,000 freight locomotives. The chance to harness this power is the reason for a proposed $16 billion hydroelectric dam. This plant, however, may pose some hazards for many of the inhabitants of the Bay area—especially the striped bass. The proposed dam would completely block the bass' historical migration route. With the Canadian and U.S. populations of bass already in serious decline, the potential effects of the dam must now be carefully monitored.

Heading the striper research taskforce are Drs. Michael Dadswell and Graham Daborn of the Acadia Centre for Estuarine Research in Nova Scotia, and Roger Rulifson of the Institute for Coastal and Marine Resources at East Carolina University in North Carolina. They will spend June through November closely studying the striped bass population in the Bay of Fundy. They will examine population size, distribution and migration routes. The data they collect will allow them to make recommendations on how exactly the Fundy tidal power development may affect the bass.

The nonprofit *Earthwatch* is now looking for volunteers to assist Dadswell, Rulifson and Daborn on 12 two-week teams beginning June 1st. Team members, using commercial fishing weirs, gill nets and rod and reel, will catch, weigh, measure and tag fish with I.D. labels. Volunteers may work some midnight shifts, as the work will depend on the tides. The setting is near ideal: the Bay of Fundy is world renowned for its scenery, charm and fishing. Each team member will help share the expedition's cost with a tax-deductible contribution of $1050, which will cover expedition expenses, field equipment, lodging and meals.

Earthwatch is the third largest private funder of scientific field research in the United States and specializes in recruiting volunteers from all walks of life to share the cost and work of scientific expeditions. For additional information about this expedition, or any of the over 100 others to be sponsored in 1987, contact Expedition Coordinator Nancy Gunnlaugsson at Earthwatch headquarters, (617) 926-8200; or write, The Bass Project, Earthwatch, 680 Mount Auburn, Box 403N, Watertown, MA 02272.

VIDEO SIMPLIFIES SINGLE ENGINE BOAT HANDLING

A creative tool to increase the satisfaction, comfort and confidence level of piloting a single engine power boat is now available in a tape from Bennett Marine Video. Entitled "Single Screw Trailerable Boat Handling," provides a hands-on guide to the basics of trailering and handling single engine power boats.

The tape is based on the concept that safe boating is the only way to fully enjoy boating. It's hard to reap the full measure of relaxation and fun from boating when there's doubt about the correct, safe procedures to be followed. On the tape the viewer follows the entire cycle of safely trailering, launching, maneuvering, docking and retrieval.

A real bonus with the tape is the inclusion of a reusable safety checklist. It covers all the legally required safety equipment as well as step-by-step procedures in proper trailering. When used with a grease pencil the list can be reused each time the boat is taken out.

The tape contains 5 chapters. Chapter One, "Proper Trailering," covers the small but crucial details that must be checked prior to leaving home. Chapter Two, "Proper Launching," presents one of the most difficult and complicated maneuvers a boat owner has to perform: getting the boat into the water without damage or mishap during launch. Chapter Three, "Boat Handling and Docking," provides the nearest thing to a hands-on experience. The viewer is taken through all the intricacies of maneuvering and docking.

Chapter Four, "Other Factors," discusses compensating for wind and current both in the open water and even more critically, during docking and retrieval. The final chapter, "Retrieval and Haul Out," demonstrate that with a little preparation and attention to detail, the boat can be safely retrieved, trailered and on the

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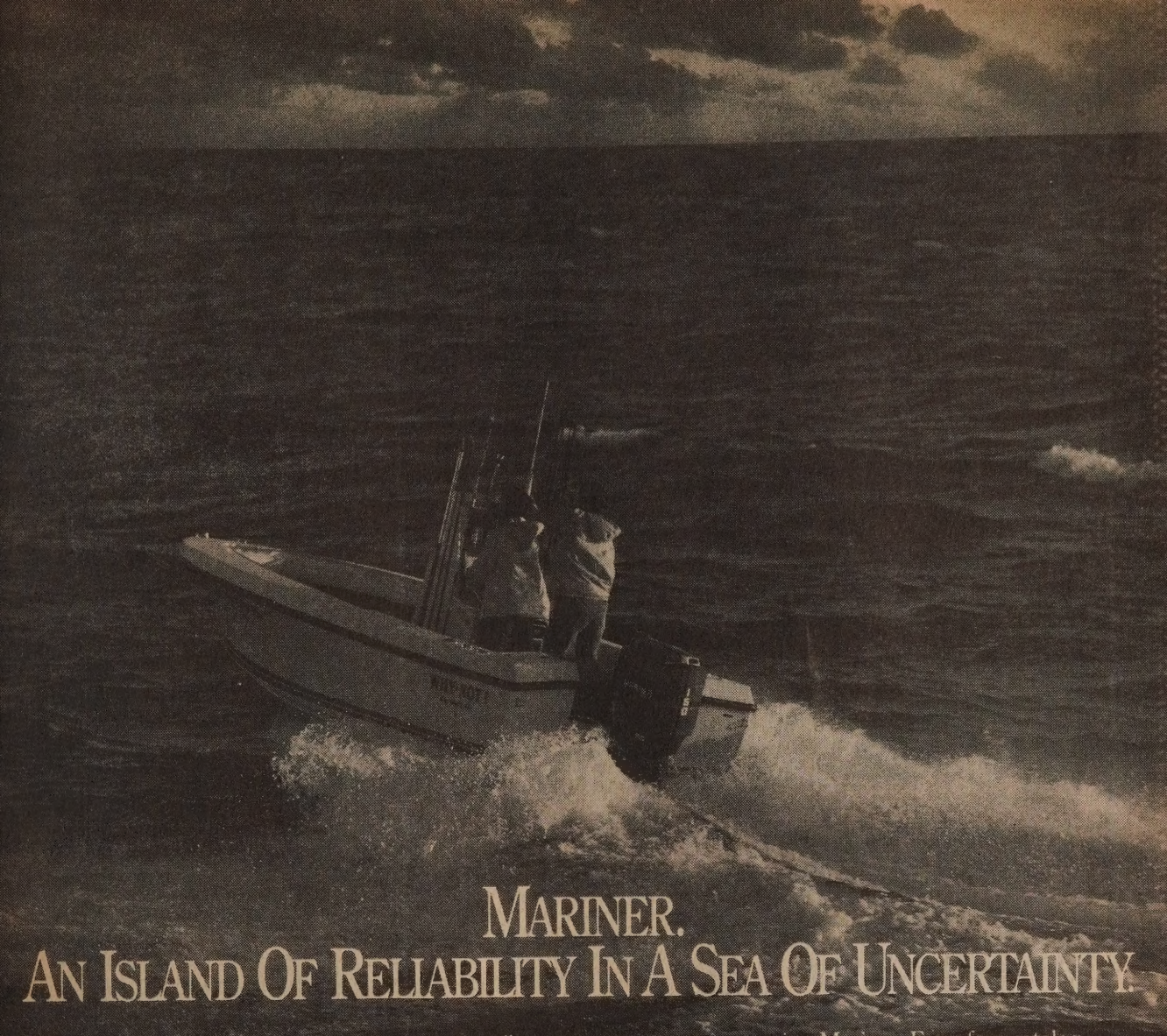

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Mariners from 4 to 200 horsepower have CD ignition for quick, sure starts. We've added oil injection to all electric start models from 40hp on up, to assure a more accurate gas and oil mix and a longer engine life. We build them with rugged lower units and internal parts that endure the industry's toughest testing. To make sure they keep running, Mariners are coated inside and out to protect critical engine components. It means your Mariner is more corrosion and abrasion resistant on all parts that come in contact with water.

We also offer an extended product protection plan to make sure they live up to our expectations, and yours. And with our exclusive MMAC financing option, we make it easier to own a Mariner-powered boat than ever before.

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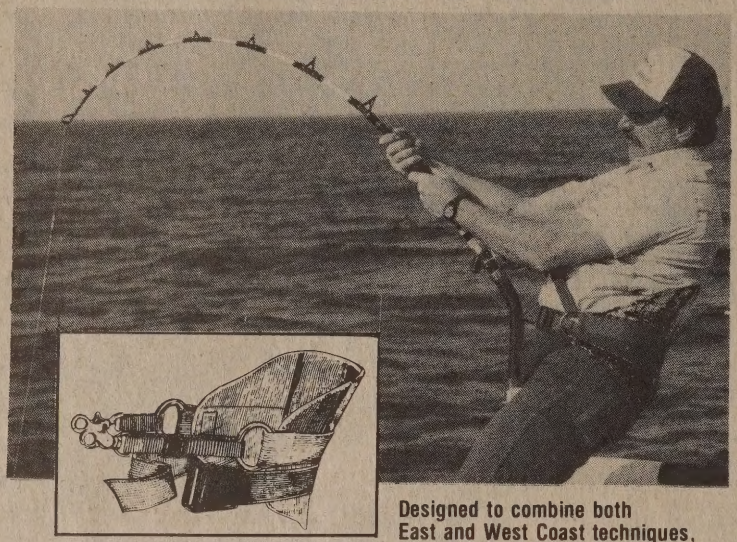

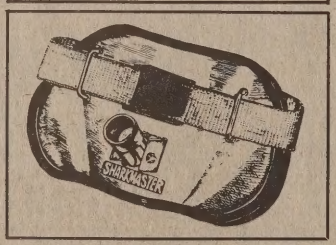

Designed to combine both East and West Coast techniques, this equipment will handle the short or long rods with ease.

Capt. Bob Rocchetta says, "The wider belt shape and swivel gimbal allows the pressure to be applied over a greater area with either the straight or bent butt. Fighting time is considerably reduced."

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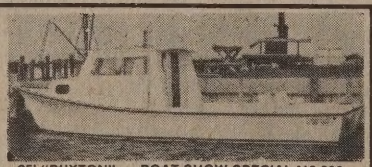
"Boats born of a marriage between the work boat designs of the Carolina Outer Banks and the Chesapeake Bay. The best of both designs are combined in each model."



25' "BUXTON" — BOAT SHOW SPECIAL $19,900.
Tough fishing boats built for commercial and sport fishermen from a manufacturer totally committed to building quality boats at very reasonable prices!
MODELS 17' - 25' ★ I/B or O/B on 21' - 25'
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way home with a minimal amount of hassle and time.

This 75 minute tape allows the viewer to peruse the tape at whatever pace is desired, repeating intricate steps until the instructions are firmly grasped. Armed with the check list and the information from the tape, the boat owner can leave worries and uncertainties behind and concentrate on relaxation and fun.

Suggested retail price of the video tape, Single Screw Trailerable Boat Handling is $49.95.

From Bennett Marine Video, 730 Washington St., Marina del Ray, CA 90292; (213) 821-3329.

BOATING CLASS IN RIVERHEAD

The Peconic Bay Power Squadron is sponsoring a Free Boating Class for adults, over 15 years, at the Eastern Campus of the Suffolk County Community College, Speonk-Riverhead Road, Riverhead.

Classes will be held weekly, in room 101 of the Shinnecock Building, starting Tuesday, January 13th at 7PM. Enrollment is by registry with the College by calling 369-2600, Ext. 213.

MARINELAND CONTINUES TO GROW

Marineland, our region's exclusive dealer for Aquasport, Steiger Craft, and various lines of cruising and family boats has opened its eighth location, this one at Baron Isle Marina, on Flatbush Avenue in Brooklyn, Sonny Panzarella, vice president/general manager of the Long Beach and Brooklyn branches of Marineland has announced. Tom Lynch has been named sales manager at the Brooklyn location.

BOATING SKILLS AND SEAMANSHIP COURSE

A 15-week lesson course in Boating Skills and Seamanship will be given by Flotilla 11-04 of the U.S. Coast Guard Auxiliary.

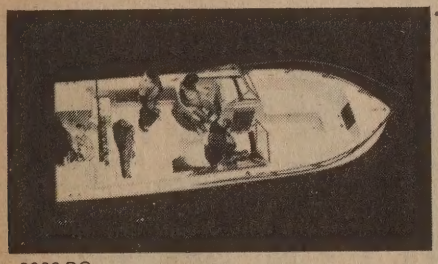
Classes and registration, 7:30 to 10PM, Tuesday evening, February 3rd, in Sheepshead Bay, at the Kingsborough Community College Science Bldg., Room S163, in Manhattan Beach, Brooklyn, NY; located at the end of Oriental Blvd.

The course will be presented by experienced USCG Auxiliary instructors, using the Auxiliary's highly acclaimed text book and related instructional materials. A wide area of subjects will be covered, including: boating language, boat handling, rules of the road, legal requirements, use of charts, piloting, marine engines, weather, safety, aids to navigation, marlinspike, sailing, radio telephone and more.

The lessons are designed for beginning and intermediate levels and family participation is encouraged. The course is offered free, with a nominal fee for the text and materials. Upon successful completion of the course, registrants will receive a handsome certificate from

"NO OTHER BOAT CAN MATCH THE HYDRA-SPORTS RIDE."

2000 DC



2000 DC

For years our customers have told us how much they like the soft, dry ride of our boats, but we've never made a big deal about it. We've always thought all boats should be that way. And besides, such things as "ride" and "comfort" are hard to quantify. But our customers have become so uniformly insistent we brag about our soft ride, we've decided to let a few of them have their say.

"My family and I have used a lot of boats over the years and have been caught out in some pretty scary situations," says Joan Hartung of Charleston, S.C. "Probably the worst was last weekend in seas that would have swamped a lot of boats. With the deep vee and sharp entry of the Hydra-Sports, we were able to run into the waves and lift clean without taking on any water."

2200 DC

Robert Howell particularly likes the 21-degree deadrise on the 2000 DC model: "It is the softest riding family boat I've ever been in. Most family boats tend to be tubby and more flat on the bottom and they pound and get you wet. Not this Hydra-Sports. It stays dry and comfortable even in some pretty bad weather."

"I was hooked on Hydra-Sports after riding in a friend's boat," says Johnny Guidry of Port Arthur, Texas. "It didn't pound, it didn't shiver, it didn't rattle your teeth like other boats. I have a wife and three kids, so we got the 2200 DC. I don't worry about going far offshore now, because even if the weather turns bad, I can zip up the whole boat in canvas and clear vinyl and everybody stays dry."

We really can't top what our customers say, but the only way you can check it out is to go take a test ride at your nearest Hydra-Sports dealer today!

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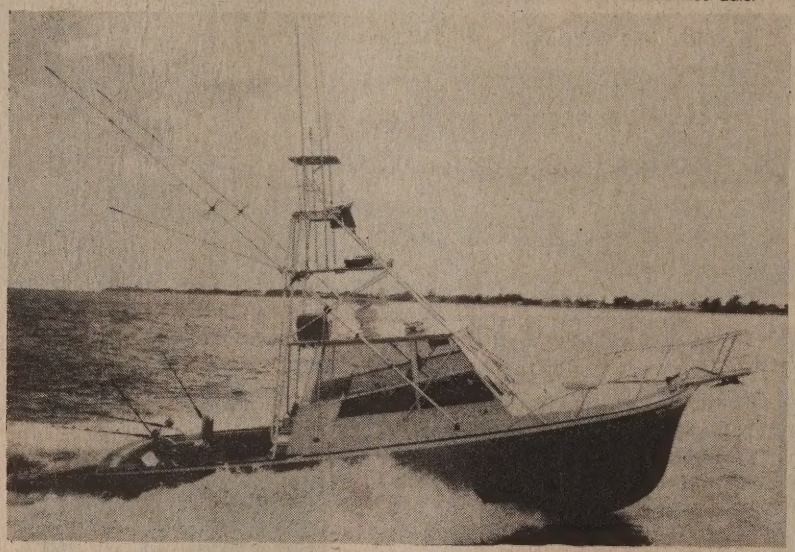
Twin Volvo TAMD 60C (250 H.P.)	
Top Speed (2800 R.P.M.)	28 Knots
Cruise Speed (2600 R.P.M.)	25/28 Knots
Fuel Consumption (at cruise)	20 G.P.H.
L.O.A.:	35'9"
Beam:	12'4"
Draft:	2'9"
Weight	19,500 Dry
Freeboard at Transom:	2'9"
Fuel Capacity	340 Gals.
Power: Twin Volvo TAMD 60C Diesels	
Water:	50 Gals.



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the U.S. Coast Guard Auxiliary.

For further information, call Dr. Zimmerman of Flotilla 11-04 at (718) 332-5447.

OPERATION CHRISTMAS TREE 1987

LIBBA in conjunction with the Long Island State Parks Commission will conduct operation Christmas Tree at Robert Moses and Gilgo State Park.

Operation Christmas Tree is an on-going LIBBA project that involves placing surplus and used Christmas trees on sand dunes for the purpose of helping nature rebuild these dunes. LIBBA has been performing this project for more than a quarter of a century and it has helped our barrier beaches withstand the fury of many storms.

As the saying goes "Many hands, make for light work," so why not come out and help LIBBA help your beaches. Though you may go home with a few sore muscles, it's an enjoyable day on the beach and you'll go home with a good feeling inside.

We will meet at Noon on January 10th, at Parking Field 4, Robert Moses State Park to unload trees.

The following weekend, Jan. 17 and 18, we will assemble at Parking Field 2 at 8AM to distribute trees at Democraft Point and Gilgo. Soup, coffee, hot cocoa and lunch will be served.

Please call Bob Lucchesi (516) 794-0105 or Tom Palam (516) 928-4659 for additional information.

NORTH CAROLINA STATE UNIVERSITY SPORT FISHING SCHOOL AT HATTERAS, NC

Each year since 1951 North Carolina State University in Raleigh, NC has sponsored a Sport Fishing School at Hatteras, North Carolina. Hatteras, located on the Outer Banks is the closest port to the Gulf Stream north of Florida; and is world renowned for its excellent offshore fishing for tuna, dolphin, wahoo, sailfish and marlin. For many years Hatteras was known as the blue marlin capital of the world. The school lasts for five days in June, which is one of the best times of the year for offshore fishing on coastal North Carolina.

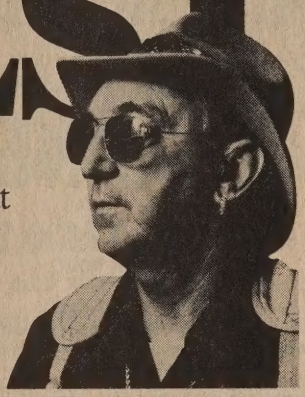
Over 15 hours of classroom instruction on topics ranging from rigging offshore baits and surf fishing, to fish identification are presented by the 15 member staff. Besides University personnel, the staff is composed of marine scientists, marine resource managers, fishing tackle representatives, professional charter boat captains and guides. Most of these people are knowledgeable and avid sport fishermen with an infectious zeal for fish and fishing. The highlights of the school are the two full days of Gulf Stream fishing aboard charter boats from the Hatteras Fleet.

For more information contact: Alice S. Warren, School coordinator, North Carolina State University, Division of Lifelong Education, Box 7401, Raleigh, NC 27695-74101; (919)

THE BIGGEST

It was 3,427 pounds of teeth, muscle and fins, the largest fish ever taken on rod and reel. The truck-sized great white shark inhaled a chunk of butterfish on August 6, 1986. And for more than two hours this Moby Dick with teeth thoroughly tested Captain Frank Mundus, angler Donnie Braddick and their tackle before finally being brought to gaff.

THE BOLDEST



Captain Frank Mundus is no stranger to huge great whites. It was Mundus and his sharkbusting exploits aboard the "Cricket II" that spawned the character Quint in the film "Jaws." The legendary skipper spotted the monster shark feeding on a dead whale 25 miles off Montauk Point, NY. Mundus' reel-of-choice for this, the ultimate shark fight, was the Penn International® 130.

THE BEST

Mundus depended on the International® 130 for its durability and superior drag system. Never did the captain worry the reel might bind up or fail from the incredible stress.

Whether chasing giant sharks or six-inch brook trout, Penn makes the tackle to match the game. In the words of Frank Mundus: "Penn is the best you can buy."

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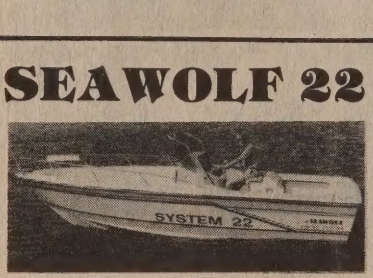
SEAWOLF 22



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737-2261; B. MacCurrin, School Director, North Carolina State University, Dept. of Zoology, Box 7617, Raleigh, NH 27695-7617; (919) 737-2589.

BOATING SKILLS COURSE

Flotilla 11-5 of the USCG Auxiliary has announced once they will render their famous Boating Skills and Safety course. This is the longest and most practical 19 lesson course given by the Auxiliary. The course is geared to prepare the student for the new Auxiliary Coastal Piloting Course, and deals with advanced coastal navigation. The course is for the novice boat person, as well as those who would like to learn more. Eleven lecture type lessons take the student from boat handling through radiotelephone communication. The last 5 lessons are devoted to the table-top physical aspect of the actual course plotting on nautical charts. This course has all the material to prepare the student to take the Coast Guard "Six-Pac" license. The course will start on January 27, 1987 at the Diamond Point Y.C., located at 1350 Pearedgat Ave., in the Canarsie section of Brooklyn. Lessons are held every Tuesday night from 8PM to 10PM. A small fee will be charged to those persons receiving materials. After graduation, two post graduate lessons will be rendered which will explain Loran C, compass calibration on your boat and how to buy a safe boat. All graduated students will receive a handsome diploma, supplied by the Coast Guard.

To register, or for the brochure, call Harry Frankel at 718-266-0552, or write to him at 2069 85th St., Brooklyn, NY 11214.

COMPREHENSIVE DOWNRIGGER GUIDE PUBLISHED BY CANNON

In an effort to further educate fishermen to the advantages of downrigger fishing, Cannon/S&K Products has published a 144-page instructional book entitled *Cannon's Guide to Freshwater Fishing with Downriggers.* The book, written by popular outdoor writer Tom Huggler, is the most comprehensive and up-to-date work on the topic of controlled depth fishing with downriggers.

The Guide's eleven chapters cover the developmet and use of downriggers as part of a total trolling system, including rods and reels, lines and lures, and electronics. Included are three chapters on catching certain species of fish with downriggers as well as a chapter on preserving and cooking fish.

According to the book's Foreword by Cannon Sales and Marketing Director, Ed Sutton, Cannon's Guide was designed "to be used...over and over. That's why it's packed with useful information for beginners and seasoned charter boat captains, and everyone in-between," writes Sutton, adding: "And that's why it discusses downriggers in the context of a total trolling system..."

Cannon's Guide to Freshwater Fishing is being made available to tackle dealers throughout the United States and Canada through the downrigger manufacturer's own network of sales representatives and distributors. The softcover book is also available direct from Cannon/S&K Products, P.O. Box 1001, Muskegon, MA 49443-1001, for $8.95 plus $2 shipping and handling.

Cannon/S&K Products, Inc., is the leading manufacturer of downriggers and related trolling products for both freshwater and saltwater fishing. Cannon, a division of Armstrong International, Inc., is headquartered in Muskegon, Michigan.

SONAR INTERFERENCE
by Larry Colombo

What causes signal interference in sport fishing sonar equipment? How can these interference signals be eliminated? Will the interference signals damage my sonar equipment?

These are common questions asked by sport fishermen regarding their depth sounding equipment. There is both an explanation as well as a solution to the problem. And, while distracting as the condition may appear, there is no danger of damage to the unit due to this type of interference.

Interference is commonly caused by the operation of two depth sounders simultaneously. The ultra sonic signal referred to as the cone angle, emitted from the transducer expands as the sensitivity of the depth sounder is increased. As the sonar signals from the transducers intermingle false readings commonly referred to as interference signals are recorded on the dials of both depth sounders. Actually they are picking up each other's signals.

When operating two flasher type depth sounders simultaneously, with the sensitivity turned to a normal setting can cause interference in the form of revolving lights around the dial of each unit. This condition generally occurs when a bow mounted flasher with the transducer mounted on the foot of the trolling motor, is operated at the same time a console mounted unit with a transom transducer is being operated.

The obvious solution to this problem is to turn one or the other unit completely off. However, most of this interference can be eliminated by simply decreasing the sensitivity setting of both flashers. Turn the sensitivity low enough to maintain only a bottom reading and the interference should stop. As you move into deeper water, the chance of interference increases. This is because more sensitivity is necessary to get a good bottom reading plus the cone angles of the transducers have increased in size, thus causing the signals to intermingle.

To eliminate this interference in the chart recorder it is necessary to turn the flasher off completely.

No interference is experienced when operating two LCR units simul-

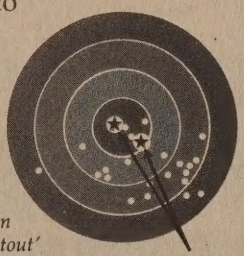
An AGGRESSIVE Loran?
Hell, you can't be timid out there

Northstar beats other Lorans hands down

Aggressive electronics? Put your hands on a Northstar, you can almost feel it *GRAB* those Loran-C signals, *GROWL* as it holds onto them, and crunch out the numbers to give exact position.

Dynamic Range makes it possible. Northstar receivers have a dynamic range of more than a trillion to one *(others can't come close)*. It's signal aquisition is very aggressive, capable of picking up signals where other Lorans can't.

High speed calculations. Other Lorans take from 1/2 to 2 minutes to calculate, Northstar calculates in REAL TIME, real fast *(that explains why close to 9 out of 10 race winners who use a Loran have a Northstar)*.

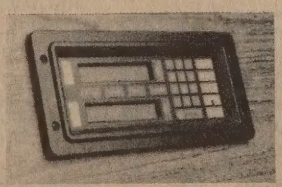


In a Loran 'shootout' with 12 other makes only Northstar hit the bullseye 2 out of 2 times.

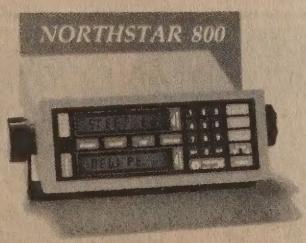
Spectrum-Tuned receiver eliminates interference. Only Northstar has it. A spectrum-tuned receiver that eliminates any off-vessel interference. Northstars also have a comprehensive interface capability with ALL types of electronic instruments used on board.

Aggressive and tough. Northstars ARE tough, the 800X is the ONLY Loran with completely waterproof control heads *(it can also run 2 control heads in parallel)*. All Northstars have a 3-year limited warranty *(F.O.B. Acton, Massachusetts)*, best in the industry.

Loran-C shoot out proves it. In an independent test of 13 Lorans, Northstar was the only Loran to hit the bullseye 2 out of 2 times. No surprise though. Northstars are built on the premise that when you need good navigation, close doesn't count.



NORTHSTAR 800X
with waterproof control head



Northstar Consumer Information
For complete information on DMEC products by mail, call any time toll free ***1-800-325-DMEC*** *& give our operator your name & address. In Massachusetts, or for technical help, call (617) 897-6600.*

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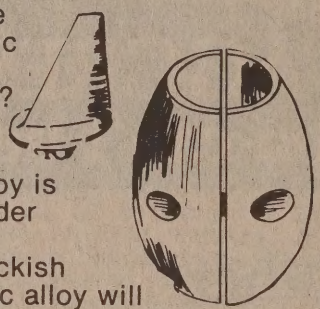
- Do the zinc anodes you are presently using contain zinc alloy which meets federal specifications MIL-A-18001?
- B & S anodes are hand cast from special zinc alloy, MIL-A-18001. This alloy is proven to remain active under adverse water conditions (including polluted and brackish waters). The use of this zinc alloy will insure maximum cathodic protection of underwater parts.
- Did you know that high quality zinc anodes containing mil. spec. zinc. alloy are available and produced right here on Long Island?



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taneously. An innovative filtering process allows two LCR units to be operated at the same time with no interference in either unit. Where an LCR is operated simultaneously with a flasher or chart, there will be normal interference in the flasher or the chart, but not in the LCR.

Common interference caused by the operation of two depth sounders simultaneously will not result in any physical damage to either depth sounder.

To receive a free copy of Humminbird's Trouble Shooting and Consumer Information Guide No. 3, write to: 1 Humminbird Lane, Eufaula, AL 36027, or call Customer Service toll free at 1-800-633-1468.

TWO LONG ISLAND TACKLE SHOPS WIN BERKLEY CONTEST

Smokey's Bait and Tackle of Bay Shore and Lindenhurst Bait and Tackle of Lindenhurst were amongst the top 20 winners from all entries throughout the U.S.A. Both shops designed a special display for Berkley's "Longest Month Promotion" and each shop was active in promoting Berkley products and encouraging customers to benefit with Berkley's generous rebate programs. Both tackle shops continue to be active in all promotions and rebate programs.

THE FUTURE FISHERMAN FOUNDATION CREATING A NEW GENERATION OF FISHERMEN

"Teach a kid to fish today and you'll provide him/her a lifetime of pleasure and provide the resource with a new friend for tomorrow," stated Sharon Coe, Executive Director of the newly formed Future Fisherman Foundation.

The Future Fisherman Foundation was founded by Berkley to promote the participation and education in fishing as well as the protection and enhancement of the aquatic resource. The Foundation was incorporated as a non-profit organization in February of 1986 and is developing materials to help educate and/or interest individuals in fishing.

"We feel fishing is an important activity for the family and for our youth of today and we want to help pass on that tradition," said Coe. During their first year, the Foundation developed a booklet called *Fishing Fun for Kids* that they make available for $1 to cover postage and handling; they have launched a campaign called "Hooked on Fishing—Not Drugs" to show teens that there are alternative ways to utilize their time and release the tension that builds up in their lives; they have been actively involved in promoting aquatic resource education programs; and they have been working with fishing tackle retailers across the country to help them promote fishing in their local area.

For more information on the Future Fisherman Foundation and its materials you can write to the Future Fisherman Foundation, One Berkley Drive, Spirit Lake, IA 51360.

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New York's Oldest and Largest Mako Dealer

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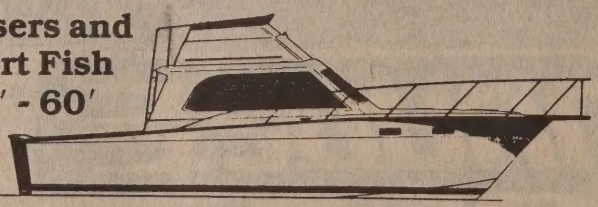
Over 75 Boats In Stock

EGG HARBOR

Cruisers and Sport Fish 33′ - 60′



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All Boats Custom Rigged For The Serious Fisherman

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516-379-7100

South Shore Boats
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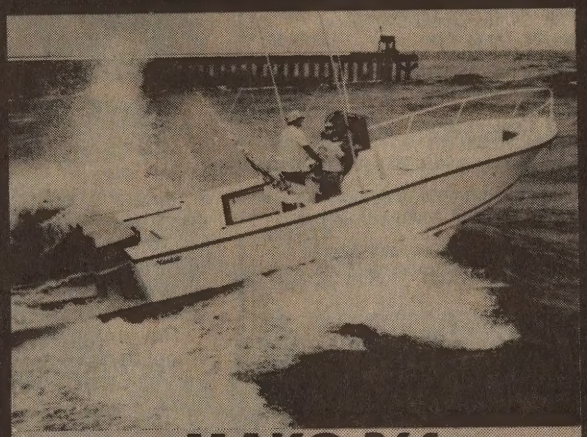
Westhampton, N.Y.
516-288-2400

White Water Marine
5600 Sunrise Hwy.,
Sayville, N.Y.
516-589-2502

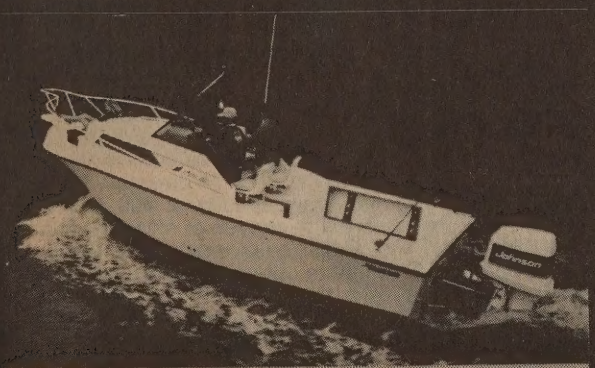
MAKO MARINE
4355 N.W. 128th Street
Miami, Florida 33064
306-685-6591

MAKO...YOU'LL FIND THEM WHERE THE FISH ARE!

MAKO 284



MAKO 261



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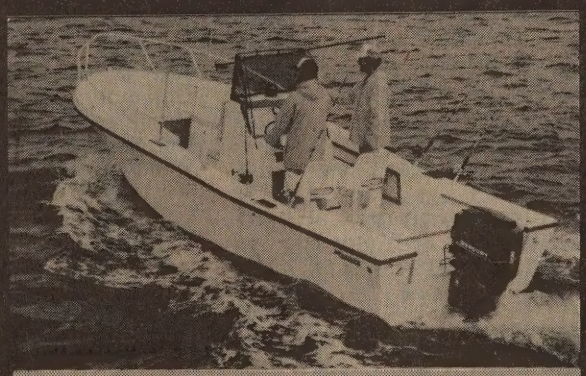

MAKO 231

From the 17's to the awesome 28's, Mako covers the fishing grounds from the back bays to the offshore canyons. Whether your quarry is bluefish or billfish, tautog or tuna, there's a Mako that meets your fishing needs.

Cuddy Cabin or Center Console, all are built Mako smart and Mako tough with all the features you'd expect from the industry leader!
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MAKO MARINE

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1987 28' Walkaround w/Twin 200 hp Yamaha Counter rotating, Tilt & Trim .....$42,937.

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T16-12G, 16' 1200 LB. .....$535.
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RDW 17-20G, 16'-18', 2000 LB. E-Z Roll .....$799.
RD19-23G, 18'-20', 2300 Lb. E-Z Roll .$899.
RD20-29G, 19'-21', 2900 Lb. .....$1289.
RD22-40TG, 21'-23', 4000 Lb. Tand. Axle, E-Z Roll Brakes.....$2285.

STEP INTO OUR SHOWROOM AND SEE THE 1987 INVADER BOATS

1987 V160 w/40 hp Yamaha .....$5995.
1987 C171 w/120 hp .....$7749.
1987 V198 Bow Rider, 120 hp .....$9685.
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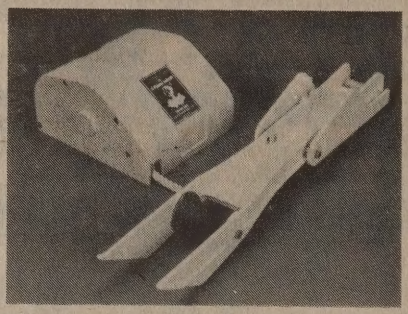
NEW PRODUCTS



POWERWINCH FREE FALL AUTOMATIC ANCHOR WINDLASS

The Powerwinch Division of the Scott Fetzer company has just introduced a new free fall automatic windlass—called Anchor-Ease—that automatically lowers and raises anchor with a flick of a switch. There's no need to man the foredeck; Anchor Ease does it all.

The unit is designed with a gripper wheel that feeds the line into the rope locker when hoisting anchor and quickly pays the line out when anchoring. The gripper wheel also locks the line in place when the desired scope is set and holds the anchor firmy in place when raised and stowed in the roller chock.

A major benefit of the new Powerwinch Anchor-Ease automatic windlass is its free fall feature which makes for much faster anchoring. When released, the anchor drops quickly to the bottom and the line runs out freely until the desired scope is attained.

Easy installation is another feature of Anchor-Ease. It's self-contained with no underdeck parts. Not only are installation costs minimal, any boat owner can install the unit himself. Merely drill four holes using the mounting template provided, bolt it down and connect it to the switch panel and battery with Powerwinch color coded wiring harness and, according to the company, you're ready for quick and easy automatic anchoring.

Anchor-Ease is recommended for boats up to 55 feet in length and has a line pull of 500 lbs. Gear ratio is 169:1. Maximum line speed is 50' per minute and no load current draw is only 10 amps. The Anchor-Ease housing is 356H epoxy coated aluminum and measures 11-5/8" long by 10" wide by 6-1/4" high. Weight is 36 lbs. and power supply is 12 volts. Supplied complete wiht Model 77064 drop davit or laminated teak pulpit with a roller chock, a wiring harness, 40 amp circuit breaker, control switch, mounting template and owner's manual.

Anchor-Ease should be used with medium hard twist nylon line. Model 602 hanles 1/2" line and Model 603 handles 5/8" line. Powerwinch Anchor-Ease line is especially recommended for long service life. $1,189 is suggested retail for both Anchor-Ease models.

Bob Cooper, national sales manager, points out that Anchor-Ease comes with the same 2-year factory service warranty that backs all Powerwinch electric winches and windlasses. If a problem arises, the customer can ship the unit back to the factory, freight prepaid, where it will be serviced and restored to new working order at no charge and returned, freight prepaid, within three days.

For further information, contact Powerwinch, 810 Union Avenue, Bridgeport, Ct 06607.

LUHRS 400 CONVERTIBLE/SPORTFISHERMAN

The Luhrs 400, a sleek 40 footer that's built with the power, the deck plan and the standard features demanded most by tournament fishermen.

The Luhrs 400 has what it takes for blue water excitement at its best. From the stainless steel rail on its bow pulpit, up to the huge fly bridge overlooking all the action in an oversized cockpit, this new Luhrs is serious about the world offshore.

Standard cockpit fishing features include flush mounted rod holders, fresh and salt water washdown and built-in fish box. Power is supplied by twin 350 Crusaders or optional twin 375 hp Cat 3208 TA diesels. With standard fuel capacity of 400 gallons, a trip to the canyon or off to the islands is within easy reach. And when the lines are out you'll be overlooking the baits from a fly bridge that features an outstanding tournament console with ample room for full electronics. What's more, the helmsman's chair, companion seat and bench seat forward of the console are all standard as are the rocket launchers on the rail put you just an arm's length away from the action.

Go below to an interior that has been professionally designed for both comfort and function. The salon boasts a convertible sofa with matching ottoman. That seating group faces an L-shaped dinette that seats four. Step down to a gourmet galley with full-sized refrigerator/freezer and three burner stove iwth oven. There's even a microwave and built-in ice maker. The two staterooms offer accommodations for four. Guest stateroom has upper an lower berths and the master stateroom features a double bed, built-in dresser and hanging locker., All cushions, carpeting and curtains are standard on the 400 as part of the Luhrs Marine Pac, the industry's most complete package of sportfishing, safety and interior

It's what's up front that counts.

Introducing "Demon Drag"® — A Front Drag Reel For The Serious Fisherman.

If you've ever had your line snap because of a poor drag system, you'll appreciate the forward thinking behind Ryobi's new "D" Series Demon Drag Reels.

We've moved the drag system on our "D" Series spinning reels to the front to take advantage of the unused space at the front of the spool.

Why this return to the front drag system? There are three good reasons.

Larger washers mean a smoother drag.

In the world of fishing, size is everything. And no other reel has a drag washer as large as the Demon Drag.

Made from Ryobi's proven R-Tec® material, this large main drag washer enables our "D" Series reels to withstand higher pressures without freezing or sticking.

Up front, the drag stays cooler.

Heat is the biggest enemy of a drag system. With the drag washers located in the rear of conventional reels or inside the spool of older front drag models, heat gets trapped inside the system by the reel's body.

But the Demon Drag is located *outside the spool*, with tension controlled by a special alloy disc which rapidly pulls heat away from the main drag washer.

Therefore, it can dissipate heat faster and more efficiently than other reels.

More control.

The larger washers on the Demon Drag provide more accurate, consistent resistance at lower settings.

So now you can fish lighter line and more sensitive rods with better control and without worry about the drag freezing.

Plus, at higher settings, you won't lose tension on a running fish because of drag fade.

Adjusting the drag is simple, too.

Demon Drag's large washers are capped with a three-winged knob which makes setting the drag easy and convenient, even during action.

All the features you need to stay ahead of the game.

Of course, the Demon Drag has plenty of features other than its new drag system.

Graphite construction, precision ball bearing action, right/left convertible folding handle and silent on/off reverse are found on a complete range of five models, from ultra-light fresh water to heavy surfcasting.

So, if you're looking for a reel that lets you wear down a fish without him wearing out your line, try the dependable drag system of Ryobi's "D" Series Demon Drag.

Once you compare it to the rest of the pack, you'll see it's a true front-runner.

MODEL NO.	WEIGHT	GEAR RATIO	LINE CAPACITY (yds./lb.)
D1	7.1 oz.	5.3	290/4, 180/6, 130/8
D2	8.7 oz.	5.1	240/6, 190/8, 160/10
D3	9.7 oz.	4.6	260/10, 220/12, 170/15
D4	18.2 oz.	4.3	380/12, 290/15, 210/20
D5	18.3 oz.	4.3	400/15, 280/20, 250/25

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The only high-tech fishing tackle.

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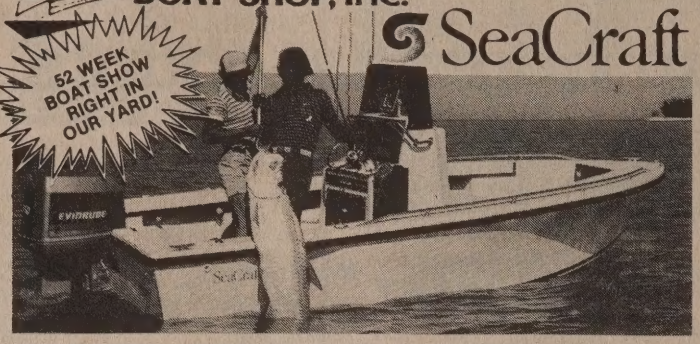
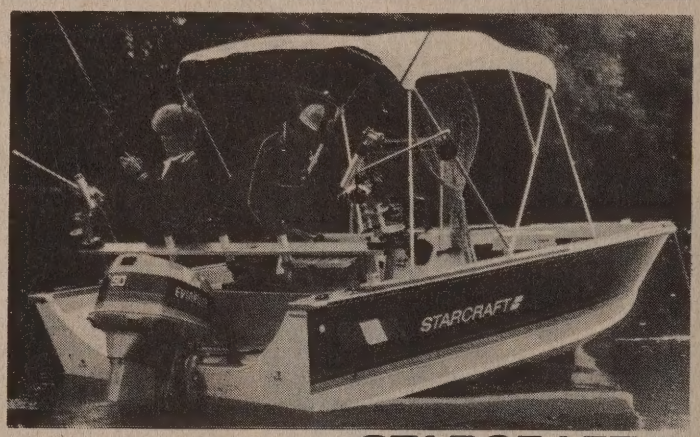
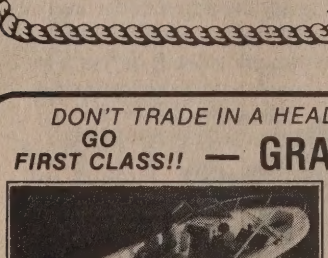



STARCRAFT

STAMAS YACHT

DON'T TRADE IN A HEADACHE FOR AN UPSET STOMACH!
GO FIRST CLASS!! — GRADY-WHITE & JOHNSON

249 FISHERMAN
CC & W/CUDDYS 19'-25'
"39 Years is a long time! That's how long I've been selling and servicing boats and motors at this location."
Bill Eaton — President
Boats in stock ready for immediate delivery
• Safety • Reliability • Endurance • Performance • Resaleable
Johnson OUTBOARDS
SEE US AT THE GRADY-WHITE DISPLAY, N.Y. BOAT SHOW
CROSS OVER THE BRIDGE
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210 Beach 2nd St., Lawrence, N.Y.
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equipment. That's why this 40 footer is the biggest "complete sportfisherman" available.

The address of Luhrs all new manufacturing facility and corporate headquarters is 12 Timber Lane, Marlboro, NJ 07746.

X-5 TOPS LOWRANCE LINE FOR 1986-87

What is an X-5?

Recorder? Liquid crystal graph? Digital? Computerized sonar unit? Or, a surface temperature gauge? Boat speedometer? Odometer (log of miles traveled)?

The X-5 is all those things, and much, much more.

A sophisticated, yet simple unit, it has more features than any sonar instrument in history.

Its pixel density (tiny squares on the display screen) is 192 on the vertical scale, providing the finest LCD picture ever offered in a sonar instrumetn. (It has 1922 dots per square inch, the best in the industry.)

Actually, words cannot do it justice, because it leads the boater into a new world of "multiple" uses for a single sonar unit.

Boasting space age technology that only Lowrance Electronics can offer, X-5 features boggle the mind.

With 3000 watts of power, it will measure depths to more than 1000 feet, in increments of only 10 feet. It measures digital depth readings in tenths of a foot (1.2 inches), and can be converted to fathoms or meters with the touch of a button.

A battery backup system preserves, indefinitely, all functions programmed into the unit and provides storage of two screens of information which can be recalled at any time.

It will print most functions in three different digital sizes, and is the most "user friendly" sonar of all times, displaying easy-to-use "menus" of instruction on the screen.

It incoporates a patented Grayline system (like the famous X-16 graph), for high definition bottom readings and separation of bottom from fish, rocks, trees, and other objects.

Other outstanding features include a multiple alarm system for anchor watch and fishing; a new faceplate over the screen which does not "rainbow" when viewed with polarized glasses; noise immunity for interference-free operation at high speeds; a backlighted display and keyboard for night use; bottom zoom tracking (in 10 foot or greater increments), and completely automatic operation if the user so desires.

Through a transom-mounted probe, surface temperature is displayed in tenths of a degree on the digital screen. It records temperature from zero to 100 degrees in either Fahrenheit or Centigrade.

The speedometer (optional) operates through a small paddle type wheel which can be mounted on the transom. It will read in miles per hour, in tenths, making it ideal for trolling, mapping and navigation. An accom-

Our duals run like clockwork. And counterclockwork.

Expect the same flawless performance from a Yamaha dual outboard installation as you would from any other Yamaha V6.

But expect one important difference: The port side propeller turns counterclockwise. The torque of one engine is counterbalanced by the opposite torque of the other, overcoming the tendency of dual-powered boats to lean and steer to the left. This reduces helmsman fatigue, while improving performance and handling.

Available with 150 or 200-hp V6's, the Yamaha Counter-Rotation System includes a special dual remote control that lets you simultaneously trim both engines with a single switch. A key panel that integrates starting and safety/warning devices for both outboards. And all rigging gear.

This year, a sleeker gearcase and new negative 4° tucked-in trim position add up to awesome acceleration.

Like all Yamaha V6's, these outboards come standard with Precision Blend® oil injection, loop-charging and superior corrosion protection.

See your Yamaha dealer and see for yourself how dual outboards have taken a turn for the better.

YAMAHA
Expect a lot.™

For your nearest dealer call 1-800-447-2882

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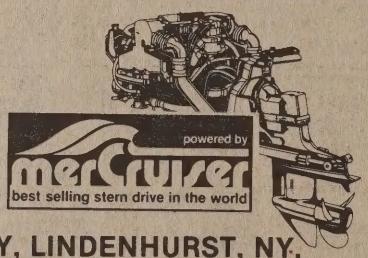
IS OUT TO BREAK ALL SALES RECORDS IN '87 — TALK WITH US AT THE GRADY-WHITE DISPLAY AT THE NY BOAT SHOW, OR AT OUR LINDENHURST SHOWROOM YOU'LL BE GLAD YOU DID!

GRADY-WHITE

THE STATE-OF-THE-ART SPORTFISHERMAN

Jericho boats



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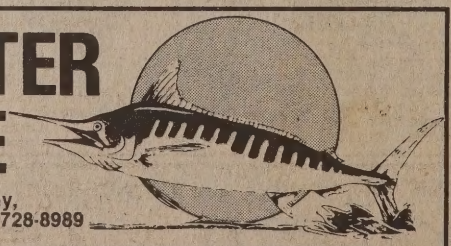
BLUE WATER TACKLE



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OFFSHORE FISHING SEMINAR

OFFSHORE LINE RIGGING

January 8, 7 P.M. - 9:30 P.M.

Register early • Limited number of reservations • Regist. fee $10.

Custom built fishing tackle by Jim Taylor • Rod and Reel Repair on premises • Complete line of bait and tackle for offshore and inshore fishing

panying odometer (trip log) will record up to 1600 miles.

The folks at Lowrance say it's their finest sonar unit ever. That's saying a lot, because they have always had the best.

For more information, contact the Public Relations Department, Lowrance Electronics, Inc., 12000 E. Skelly Dr., Tulsa, OK 74128.

STARCRAFT AND CARLSON INTRODUCE 19 FOOTERS

Starcraft hopes its new Selects will prove to be a dominant force in the market of larger runabouts.

Californian Art Carlson designed the fiberglass bowriders for Starcraft. The Select 191 and 191S are I/Os available with Merc and OMC engines ranging from 130 to 230 hp. The Select 190 is an outboard rated for up to 175 hp.

Featuring a 94 inch beam, the boats come with full upholstery, carpeting, teak woodwork and ski platform, stainless steel bow and stern rails, ice well and radiused windshields.

The SL 191 and SL 190 feature sleeper and stern jump seats, while the 191S has bucket seats in front and a bench seat below a stern sunpad.

For more information, write: Starcraft, 2703 College Ave., Goshen, IN 46526.

JAMAR POWER TRIM AND TILT WITH SALTWATER FINISH

Jamar Industries, Inc., has announced the introduction of its power trim and tilt for use in saltwater.

The Jamar Power Trim and Tilt saltwater models feature a low copper alloy, cast aluminum housing and cold rolled steel tubes. The steel parts are plated with an electro-deposition coating. During production, all parts are cleaned using a seven step process that protects them with a chromate conversion coating. Parts are then coated with an epoxy primer and finished with a coat of polyester powder paint, baked at 375 degrees. The saltwater model has been salt spray (fog) tested in accordance with ASTM Designation B117-73 (reapproved 1979).

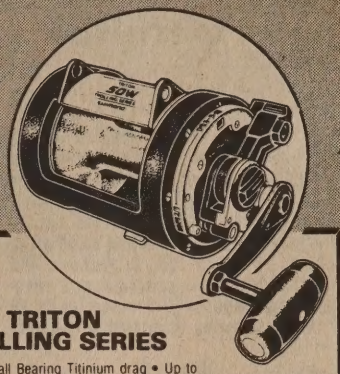
Like the standard Jamar Power Trim and Tilt freshwater models, the saltwater version not only helps the boat operator tilt the motor more easily, the unit also allows the boat operator to always keep the motor at the proper trim angle, to compensate for varying load weights. Proper trim can also increase the top speed of an outboard by up to 20 percent. Trim adjustment is made simply by pressing a button, eliminating the need to reposition the trim pin.

Maintaining the proper trim is also critical to the fuel economy of an outboard motor. The Jamar unit can help a boat owner realize up to a 20 percent savings in fuel when operating at the plane position.

The Jamar Power Trim and Tilt offers an exclusive "quick release"

Pergament's Boat Show Specials...

LIMITED QUANTITIES ON SOME MERCHANDISE



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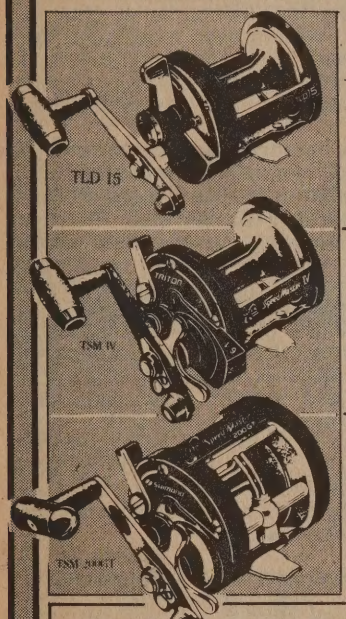
Tomorrow's Tackle Today.™



TRITON LEVER DRAG

For casting, trolling and live bait fishing • One piece graphite body will not corrode • Ball bearing titanium lever drag • 4 Stainless steel ball bearings • Click strike alarm • Saltwater super gears • Shielded drag

MODEL	GEAR RATIO	LINE CAP.	REG. PRICE	SALE PRICE
TLD 5	4.2:1	280 yds. x 17 lb. cap.	Reg. $119.	**$74.99**
TLD 10	4.2:1	300 yds. x 20 lb. cap.	Reg. $125.	**$79.99**
TLD 15	4.2:1	300 yds. x 30 lb. cap.	Reg. $129.	**$84.99**
TLD 20	3.6:1	330 yds. x 40 lb. cap.	Reg. $179.	**$104.99**
TLD 25	3.6:1	350 yds. x 50 lb. cap.	Reg. $199.	**$124.99**

TRITON SPEEDMASTER

Super high speed gear ratios • Graphite construction will not corrode • Stainless steel ball bearings • Ball bearing titanium drag • Lever spool release • Click strike alarm • Saltwater super gears

MODEL	GEAR RATIO	LINE CAP.	REG. PRICE	SALE PRICE
TSM III	6:1	360 yds. x 20 lb. cap.	Reg. $95.	**$59.99**
TSM IV	6:1	330 yds. x 30 lb. cap.	Reg. $100.	**$64.99**

TRITON SPEEDMASTER LEVELWINDS

Graphite/Titanium construction • 2 Stainless steel ball bearings • Shimano Super Gears • Exclusive ball bearing titanium drag

MODEL	GEAR RATIO	LINE CAP.	REG. PRICE	SALE PRICE
TSM 100GT	5.2:1	250 yds. x 17 lb.	Reg. $60.	**$39.99**
TSM 200GT	5.2:1	300 yds. x 20 lb.	Reg. $64.	**$41.99**

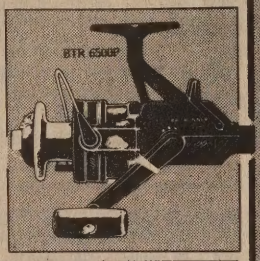
TRITON TROLLING SERIES

Space age Ball Bearing Titinium drag • Up to 83% more drag surface area • Designed-in drag cooling fins • Pre-set drag programmer • Strong, lightweight one piece frame • One piece cold forged spool • 40% more drag range • Four shielded stainless steel ball bearings • Fast, powerful gearing • Water shielded drag • Stainless steel gears and main shaft

MODEL	GEAR RATIO	LINE CAP.	REG. PRICE	SALE PRICE
TTS 30	3.5:1	700 yds. X 30 lb.	Reg. $279.	**$174.99**
TTS 50	3.3:1	600 yds. x 50 lb.	Reg. $299.	**$224.99**
TTS 50W	3.3:1	600 yds. x 80 lb.	Reg. $319.	**$249.99**
TTS 80W	2.4:1	625 yds. x 130 lb.	Reg. $499.	**$349.99**

TRITON BAITRUNNER PLUS

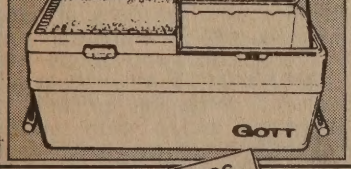
- Exclusive BaitRunner Lever w/Tension Adjuster
- Exclusive Front Fightin'Drag Lever
- Graphite Construction
- 3 Stainless Steel Ball Bearings
- Reinforced Graphite Spool
- Fast, Powerful Gear Ratios
- Shimano Saltwater Super Gears



MODEL	GEAR RATIO	LINE CAP.	REG. PRICE	SALE PRICE
BTR 3500P	4.6:1	185 yds. x 14 lb.	Reg. $74.95	**$49.99**
BTR 4500P	4.8:1	250 yds. x 17 lb.	Reg. $82.95	**$54.99**
BTR 6500P	4.2:1	270 yds. x 20 lb.	Reg. $89.95	**$59.99**

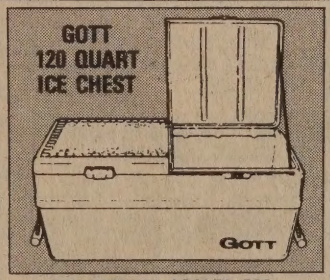
GOTT 172 QT. COOLER – THE FISHERMAN'S FRIEND

- Built tough for serious fishermen - extra strong corners and bottom
- Rope handles, extra-thick insulation and removable storage bin all included. • Full 6 year warranty
- Two-part lid keeps the cold in.



List $394.00

Now $179.



GOTT 120 QUART ICE CHEST

THE SERIOUS COOLER FOR SERIOUS FISHING.

- Built tough for serious fisherman - extra strong corners and bottom.
- Two-part lid keeps the cold in. • Rope handles.
- Recessed, threaded drain plug.
- Extra-thick insulation.
- Removable storage bin. • Full 6 year warranty

Now $99.95

Limit one per customer

SPORTSMAN 48 COOLER.

List $54.00

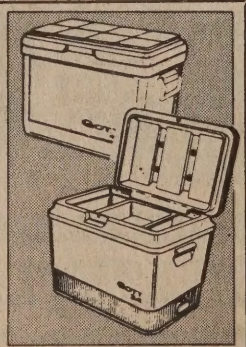
- Big 48 quart capacity
- Removable food tray
- Study no-pinch handles
- Hinged seat-top lid
- Extra-thick insulation
- Drain plug for easy cleaning
- Full 6-year warranty

Now $19.95

COOL SAVINGS ON THE GOTT 34 QT. COOLER

List $40.90

- Convenient 34-quart size holds all your food items, even bulky 2 & 3 liter bottles.
- Hinged, friction-fit lid, is sturdy enough to be used as a table or for extra seatings
- Ventilated food tray lets cold air circulate do food stays fresh
- Fully insulated • Convenient drain plug
- Heavy-duty, molded-in handles
- Full 6 year warranty



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Store Hours: Monday - Saturday 9:30 - 9:30 P.M.; Sunday 9:30 - 6:00 P.M.

IMPORTANT GASOLINE NOTICE TO FISHERMEN

Boat owners face potential problems resulting from the EPA's regulated reduction of lead in gasoline to 0.1 gram per gallon as of January 1, 1986. The leaded gasoline you are now purchasing may not be suitable for all marine engines designed for regular leaded gasoline. Therefore, MDR introduces ReLead, a new lead substitute gasoline additive to replace the loss of lead in gasoline and protect against valve seat wear and eventual engine failure. One ounce treats 10 gallons of gasoline. Contains NO alcohol or methanol.

ReLead™
LEAD SUBSTITUTE GASOLINE ADDITIVE
The Safe Valve Seat Anti-Wear Protection For Gasoline Engines Operating on Reduced Lead Levels
EPA REGISTERED
4 oz. can treats 40 gal. $3.95
8 oz. can treats 80 gal. $5.95
Pint can treats 160 gal. $9.49
Quart can treats 320 gal. $16.95

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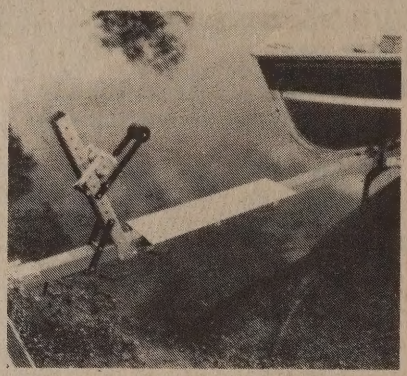
feature that prevents major damage to the motor. This special mechanism instantly releases the motor if it should come in contact with an object in the water, such as a log or rock, or when landing the boat. The unique design of the Jamar Power Trim and Tilt also permits installation by the boat owner in a matter of minutes using ordinary tools.

For more information contact: Jamar Industries, 155 Chestnut Street, Mankato, MN 56001.



DRY WALK FOR BOAT TRAILERS

Dry Walk lets you stand on the trailer tongue more securely to launch or load your boat.

Dry Walk is made from .063 marine alloy aluminum for strength and long life; raised dimpled top for traction, with or without shoes; all welded construction, triangular shape with turned ends fore and aft for increased strength, easy bolt-on installation/no holes to drill and mounting bolts and self-locking nuts are included.

Dry Walk is available in one to four foot lengths and is 10 inches wide. Different lengths and sizes available upon request.

Contact: Marketing Dept., Dry Walk, 7200 Boone Avenue North, Minneapolis, MN 55428.

FIGHTING CHAIRS FROM RELEASE MARINE

Release Marine, a firm dedicated to making offshore fishing more successful, has created a unique line of fighting chairs to withstand the rough waters often encountered by offshore fishing boats.

The lack of a good, small yet durable chair on today's market coupled with an obvious need spurred the company to begin designing and experimenting with various models. The job is done and the product is here.

Release Marine's lightweight chairs feature 100 percent triple-laminated teak. Backs and footrests are cast of anodized Almag aluminum, and all castings are through bolted with stainless steel 5/16 carriage bolts with nylon aircraft lock nuts. Weighing only 45 lbs., the chairs are well suited to withstand the rugged conditions of big game fishing boats, yet are compact enough to fit the cockpits of outboards and smaller tournament fishing chairs.

Release Marine offers three fighting chair models: the Marlin I, a big game fishing chair for heavy tackle; Marlin II, the Sailfisher, specifically designed for lighter tackle demands and the Helmsman which provides a comfortable and durable chair for the serious fisherman.

Parts and hardware for the chairs are available directly through Release Marine, another plus for this sought-after product.

For more information, contact Elinor Minshew, (912) 232-7305.

CRUISERS INCORPORATED INTRODUCES REDESIGNED 25 FOOT SEA DEVIL

Cruisers Incorporated has introduced a redesigned 25 foot model to its Sea Devil fishing series. The new Sea Devil has been redesigned from the helm back and features an outboard model with a cut-away transom for single or dual outboard installation.

The company decided to move the aerated live well and insulated cooler amidship to provide a more efficient, dry and easy to clean area. The larger floor scuppers quickly drain excess water and the cockpit washdown pump switch is easily accessible on an outlet panel.

Like the other Sea Devils, the 25 footer features a Jim Wynne designed Deep Vee hull, Cruis-Safe foam flotation and welded bow rails with aluminum back-up plates.

With more fishing space and the ability to handle up to 300 hp on a dual engine setup, the new Sea Devil offers a combination of reliability and cockpit efficiency.

NOR'EASTER MOOR WHIPS FOR LARGE BOATS

Boat owners rest easier when they know their boats are moored securely and safely. The Nor'Easter Moor Whips from Monarch Moor Whips hold large craft securely.

Made for boats 40 to 70 feet in length, the mooring whip poles are made of solid fiberglas with a unique new large diameter for incredible strength. The poles act as strong shock absorbers, applying constant pressure to the boat to keep it a safe distance from the dock or seawall. The poles take the brunt of any shock from boat wakes and storms.

The Nor'Easter Moor Whip set includes 2 precision ground, solid fiberglass poles with anodized aluminum tips for rope and PVC bushings. Also included are 2 rope lines including a plastic line balance, 2 tensile adjustable bases with stainless steel hardware, a wrench and complete instructions and warranty.

The bases of the mooring whips are adjustable for vertical, horizontal or upside down (beneath the dock) mounting. They can be installed on wood, cement or steel surfaces and can be adjusted to any angle. This improves the leverage of the whips. The poles are painted for protection

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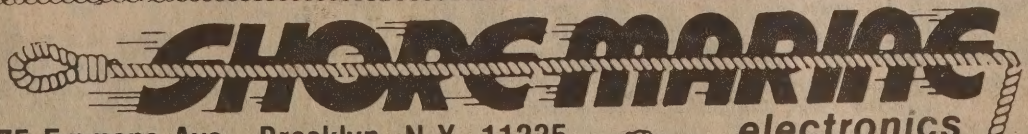
No. 5000	5"	Apelco	$29.00	$54.00



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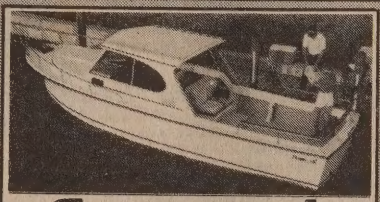

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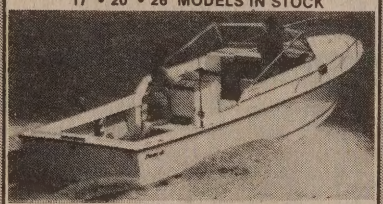

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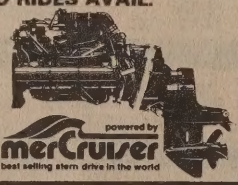

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against the deteriorating effects of the sun's ultraviolet rays.

Suggested retail price of the Nor'Easter Moor Whips for 40 to 55 foot boats is $469 and for 55 to 70 foot boats is $489.

From Monarch Moor Whips, P.O. Box 6, Normandy Beach, NJ 08739.

BIG WATER FEATURES HIGHLIGHT 1987 OMC SEA DRIVE LINE

OMC Sea Drive offers power packages for every kind of fishing boat in 1987 with the introduction of three new models.

The new OMC Sea Drive models include a 3.6 liter V8 rated at 275 hp, a 2.7 liter V6 rated at 225 hp, and a 1.8 liter V4 rated at 140 hp. All three new OMC Sea Drive models feature loop-charged powerheads for improved performance and fuel economy.

OMC Sea Drive features VRO variable ratio oil metering to eliminate pre-mixing fuel and unnecessary exhaust smoke.

The VRO system uses engine pulses to pump oil from a remote tank mounted in the boat. The metering system senses engine RPM and load and varies the gas/oil ratio from about 50:1 at high speed to 150:1 at idle. VRO is not a complicated device. It has no mechanical cams, gears, arms or pivots to wear out. New on the VRO system for 1987 is a warning horn that sounds when no oil is moving to the pump, even if the reservoir has an adequate supply.

Because today's fisherman often relies on an arsenal of electric gear, from fishfinders to radio and radar, all new OMC Sea Drive units feature a TopCharge 35 amp alternator to keep batteries at peak power.

OMC Sea Drive also features a complete anti-corrosion package, starting with a gear case made of Deep Guard aluminum alloy, a low copper marine formula that fights corrosion better than other alloys. Before painting, the aluminum is treated with Lyfanite, a chromate which further increases corrosion resistance. An epoxy primer is applied following multiple washes and rinses. Finally, OMC Sea Drive is finished with a topcoat of durable high solids acrylic enamel paint.

For protection from galvanic corrosion in saltwater, each OMC Sea Drive is equipped with four high quality replaceable zinc anodes, attached with stainless steel fasteners in strategic locations on the bracket and drive unit.

An exclusive feature of the 2.7 liter V6 and 3.6 liter V8 OMC Sea Drive models is OMC power assisted hydraulic steering. With OMC power assist steering, handling a big boat becomes as easy as handling an automobile. In the harbor, docking and maneuvering become fingertip easy. In the open water handling is almost effortless, at all speeds and trim angles, in single or dual engine installations.

The OMC power steering system uses a pump driven by a Kevlar re-

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inforced multi-V belt to circulate oil through an assist cylinder, which turns the OMC Sea Drive as you turn the wheel. The system includes an integral oil reservoir, a hydraulic fluid filter to keep hydraulic fluid free of contaminants, and a fluid cooler coupled to the engine's cooling system.

GNB SUPER CRANK BATTERIES

The GNB Super Crank 370 and 500 batteries are designed to deliver dependable starting power for both inboard and outboard marine engines and can be used in regulated or unregulated charging systems.

Offering 370 and 500 cold-cranking amps respectively, these marine batteries feature a rugged case construction that can withstand the impact and vibration of the open sea. Stainless steel quick connect terminals help prevent corrosion and a special venting system, matched with GNB's Calcium Plus, drastically reduces water loss. A comfortable carrying handle aids installation and transport.

GNB Incorporated, headquartered in St. Paul, Minnesota, is the world's largest independent manufacturer of lead/acid batteries for use in boats, cars, trucks, off-road and construction equipment, farm implements, golf carts, recreational vehicles, motorcycles and a broad range of industrial applications.

For more information, contact Noreen Chervenak or Jim Trenter, GNB Incorporated, Box 64410, St. Paul, MN 55164-0140; (612) 681-5000.

NEW FENWICK MULTI-COLOR LCDs

Fishermen who think they need an engineering degree to operate an electronic "fish finder" are going to be pleasantly surprised when they get their hands on the new Fenwick FenColor fish finders introduced at the recent trade show of the American Fishing Tackle Manufacturers Association. They're so effective and simple to use, fishermen will be coming back with stories about the one that didn't get away.

Woodstream Corporation, Lititz, Pennsylvania introduced two units, called FenColor 160 and 320, that indicate bottom, fish and underwater structures using state-of-the-art, multi-color, split screen, Liquid Display (LCD) panels. The display technology has been adapted from thoroughly tested automotive and marine LCD research. The result is an outstanding display for night viewing and one that can be viewed in direct sunlight without the bothersome need to remove polarized sunglasses.

The Fenwick FenColor units have none of the operational complexities that have dampened the enthusiasm of LCD users in the past. The "zoom split screens" allow simultaneous viewing of a large area under the boat while zooming in for a close-up look at objects picked up by the wider scan. New electronic technology pro-

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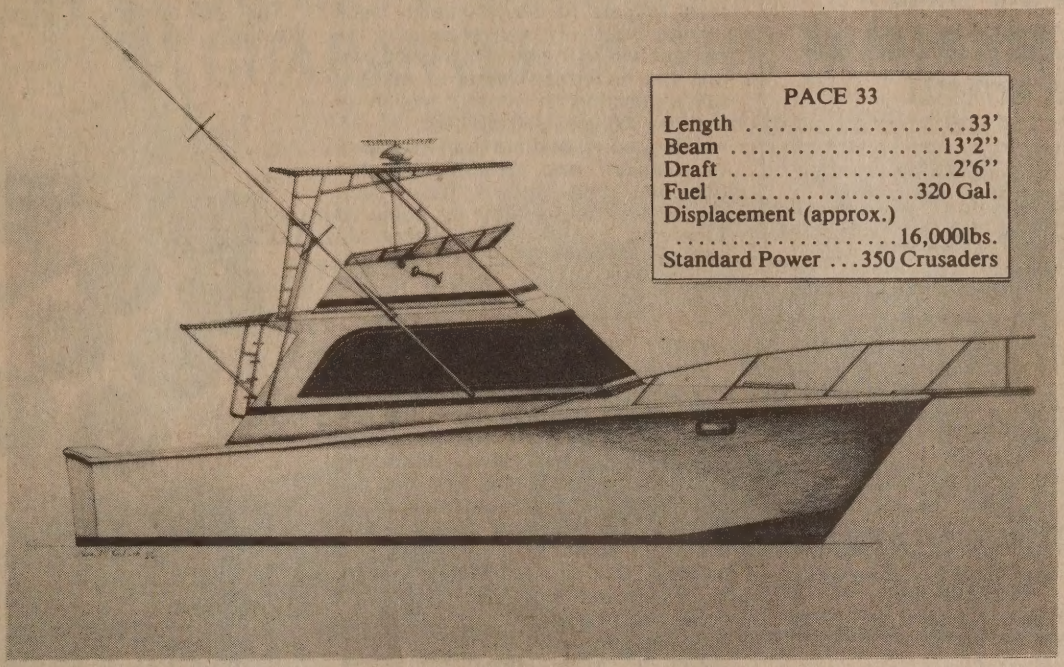

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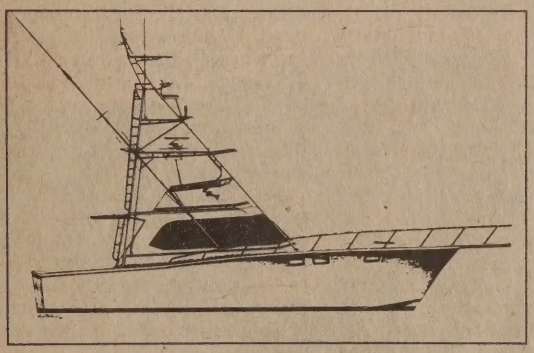

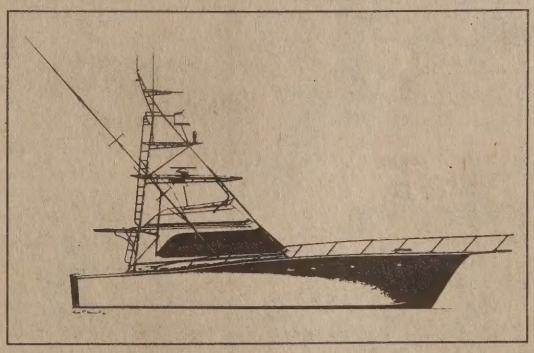

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duces accurate, instantaneous readings in water as shallow as two feet and they do not jam or lag in reading sudden depth or structural changes. Constant digital depth displays add to the simplicity of operation.

In addition, the more deluxe of the two models, the FenColor 320, constantly monitors and displays surface water temperature and a sophisticated "instant replay" feature allows anglers to electronically "back up the boat." This is especially important where the boat is moving fast and the fisherman wants to make a quick decision on whether to fish an area he has just passed over.

The product of more than two years of research and development, the FenColor fish finders have been thoroughly field tested by some of America's most critical fishermen and performed flawlessly in the Great Lakes, the shallow waters of the South, rivers, bays and oceans.

GREY THUNDER FROM FISHER

Fisher's new SV-18 GT (for Grey Thunder) bass boat is billed as aluminum's first real challenge to the performance and style of fiberglass bass boats. It offers such standard features as extra-large fore and aft casting decks, twin tournament class electric livewells and five lockable storage compartments and rod lockers. The optional Pro Pack includes livewell circulators and a pro pole with bicycle seat. And because Grey Thunder is all aluminum, it can match the performance of high horsepower fiberglass bass boats with smaller, more economical motors.

ORIGINAL PHANTOMS STILL IN STRONG DEMAND

For Plano's sales staff, last year's introduction of two all-new Phantom products was a classic bittersweet case of good news—and bad.

The Model 1468 tackle box and Model 4572 Protect-A-Rod case, both black beauties, were warmly greeted and eagerly sought by anglers of all kinds after premiere showings.

But that good news incubated the bad. Reception was so enthusiastic that not even around-the-clock-and-calendar production could catch up with demand until very recently.

"We want to apologize to all those loyal customers who had to wait so long to get the new Phantoms," said Bill Cork, Plano's Consumer Relations Manager. "We're truly sorry, and to make amends Plano will do everything possible to assure prompt filling of future orders for both the original Phantoms and the new variations we're introducing this year."

Two smaller versions of the first spacious Phantom tackle box and a second Phantom-styled Protect-A-Rod case were premiered at the American Fishing Tackle Manufacturers Association trade show in Dallas July 31 through August 3.

The originals remain in the Plano line, unchanged.

"It became evident during the past year that most angler buyers agreed with our pro-staffers and field testers who called the Model 1468 'a do-everything, go-anywhere, get-at-it-easy box that's almost certain to be the wave of the future'," said Bill.

"Reception of the first Phantom Protect-A-Rod case has been almost as enthusiastic; and now we're able to see that both get to buyers promptly."

The 1468 box retails for under $45; the 4572 case around $35.

SEA-TEX SONIC HULL TENDER SYSTEM KEEPS HULLS BARNACLE FREE

Barnacles are prolific. Once the shell begins to form, it only takes 45 days before a barnacle can reproduce and continue reproducing every 45 days. An average hatch can be from 500 to a few thousand.

These problematic creatures of the sea attach themselves to the surface of a boat's hull at a 90 degree angle causing both friction and vacuum drag. This prevents the hull from moving through the water with maximum efficiency. Six months accumulation of marine organisms on the bottom of a boat can reduce speed by 10 percent, fuel efficiency by 40 percent and even damage the hull itself.

Anti-fouling paints, which have been developed to treat this problem, gradually lose their effectiveness over a period of time. And the bottom must be re-coated periodically. In many areas, anti-fouling paints are gradually being prohibited by law due to their toxic nature.

The new Sea-Tex Sonic Hull Tender System solves the problem of marine growth, barnacles, mollusks and boring worms on any type hull. It replaces the chemical barrier of paint with an electronic, anti-fouling barrier of sound. The low frequency sound transmitted through the hull irritates the central nervous system of marine animals, like barnacles, creating a habitat that's undesirable to this type of organism.

By providing a slick hard surface, the system retains the efficiency of operation that was originally designed into the hull. Maintenance and fuel costs are substantially reduced.

Periodic haul-outs for painting the hull are no longer necessary, because

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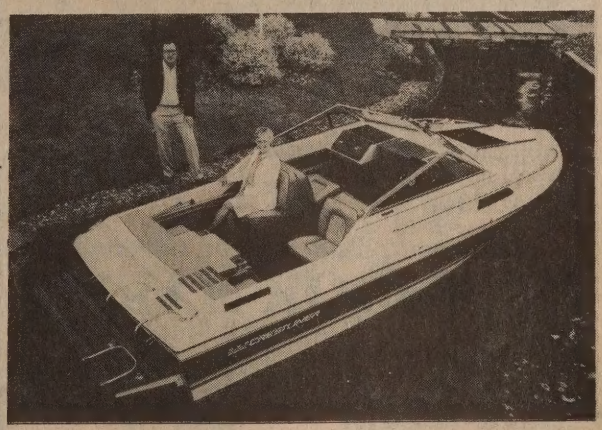

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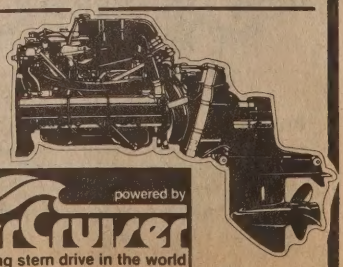

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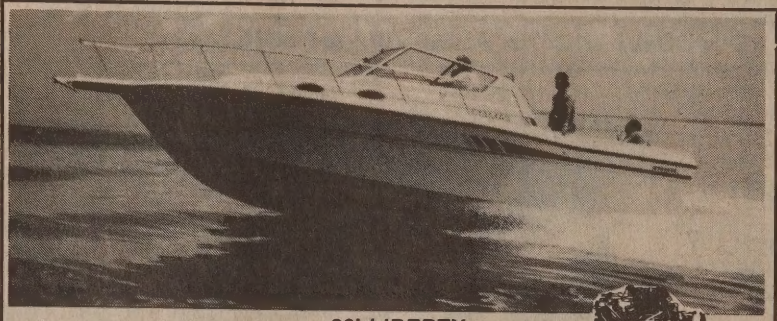

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the system remains effective year after year. Since the entire system is installed inside the vessel, it is not affected by environmental conditions that affect anti-fouling paint. Unlike paint, the system cannot leach. It is ecologically safe, does not create adverse electrolysis and will not affect other boats.

The Sea-Tex Sonic Hull Tender System is effective on all vessels up to 60 feet regardless of hull material or hull design. The system consists of an oscillator, junction box, audio transducers and mounting gear. The oscillator produces a 28 Hz frequency that is transmitted through the hull by patented omni-directional audio transducers, causing the entire underwater form of the vessel to be surrounded by the protective sound barrier.

Three different systems are available for various hull lengths: the 3000 Series for boats up to 30 feet; the Series 4500 for boats up to 45 feet and the Series 6000 for boats up to 60 feet.

For more information, write Sea-Tex, P.O. Box 6700, Clearwater, FL 33518.

MILLENNIUM 2000 VHF RADIOTELEPHONE

LORAD Corporation has announced the addition of two exciting features for their new Millennium 2000 VHF marine radiotelephone. A totally new design in waterproof microphones with channel selection, channel 16 selector and extra long cord for operator mobility. The Millennium 2000 also expands the Dual Watch feature to include Triple Watch.

Now there is no need to bend down, lean over or reach over to change the channels on your radio. The Millennium 2000 for 1987 will feature a totally new designed waterproof microphone with the capability to: select individual channels up or down, scan all channels up or down, instantly key priority channel 16, plus maintain channel communications control if movement is required because the microphone cord is extendable to 10 to 12 feet.

The Millennium will also feature the expansion of the Dual Watch mode to include Triple Watch. During Triple Watch the Millennium will monitor two channels of your choice and priority channel 16 at the same time. Once a signal is received on one of the three channels the Triple Watch locks on to that channel. When the transmission has ended the Triple Watch feature automatically begins signal searching on all three channels.

The Millennium 2000 is the only VHF marine radiotelephone that provides the printed purpose description and the channel number on the LCD. It also features a four inch waterproof speaker with 10 watts of audio power and unique Tri-Mount brackets and recessed panel connections so the Millennium can be installed anywhere.

For more information contact: LORAD Corporation, 7300 NW 35th

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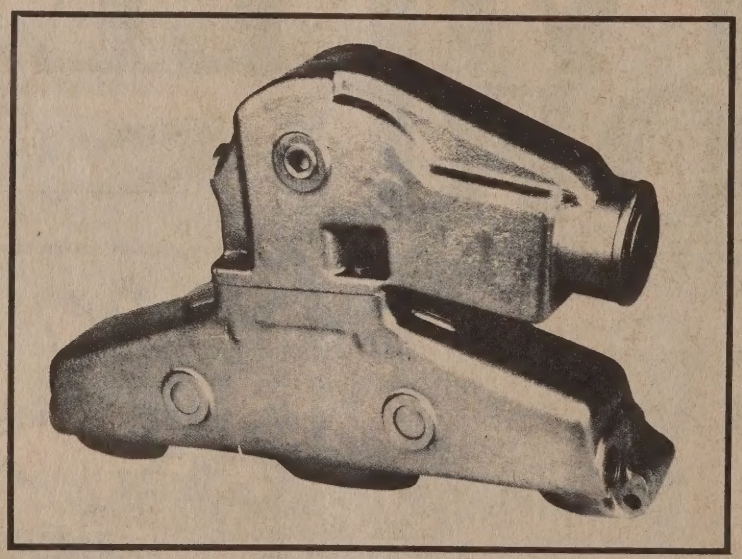

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250 CUDDY FISHERMAN FROM SEA RAY

Sea Ray's new 250 Cuddy Fisherman is rarin' to go for 1987 and will be competitive with the likes of some of the world-famous 25 footers.

The sleek hull is sporty and functional, and well designed to do battle with anything that bites. Built-in bait and tackle compartments and a live well are outstanding fishing conveniences and organizational features.

Two can sleep comfortably in the vee berth; the large forward hatch provides good air circulation throughout the interior. A storage shelf lines the inside of the gunwales; elegant lighting, teak trim and stereo contribute to the boat's coziness.

Excellent maneuverability and engine capability provide enjoyable cruising options when not fishing. A cushioned bench in the stern and two forward bucket seats make riding more comfortable. When no longer under way, the forward deck area can be used for sunbathing. A convenient head, just forward and down a step from the helm, is a welcome addition.

The 250 Cuddy Fisherman is a prize catch for the prize winning angler and his mate.

APELCO INTRODUCES NEW LOW-COST LCD FISHFINDER

Inland and coastal fishermen looking for shallow water Liquid Crystal Display (LCD) recording with microprocessor data accuracy, now have only to ask for Apelco's low-cost XCD 240 LCD Fishfinder. This "pocket-sized" unit provides continuous scanning of bottom and midwater fish and other targets. Five depth ranges are available to 240 feet of meters, with a first range depth of 0 to 15 feet, for finest shallow water detail. The LCD graph is presented on a 1-5/8 by 3-3/4 inch backlit screen, along with digital depth, range and gain data.

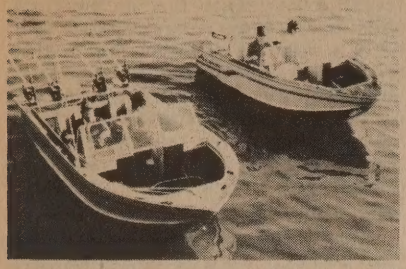
Because of its small size (5-5/8 by 5-1/2 by 2-1/4 inches overall, including mounting yoke) Apelco's new LCD recorder can be mounted almost anywhere. Keypad function and up/down selectors are easy to use.

The XCD 240 has alarms for shallow and deep limits and an alarm also sounds to alert when fish enter pre-set zones. Five sweep speeds are available, including a picture "freeze." Automatic and manual range controls are provided. Gain control is also automatic and manual, with LCD tuning bars, adjustable in 10 steps. The XCD 240 has a 200 kHz transducer at 480 watts (p-p) with a 13 degree, or optional 20 degree beam angle.

Manufacturer's anticipated list price for the Apelco XCD 240 LCD Fishfinder is $299, with product availability expected late this year. Apelco, a Raytheon Company, offers a two year limited warranty with an extended flat rate repair program.

For more information, contact:

Apelco Marine Electronics, 1107 N. Ward Street, Tampa, FL 33607 USA; (813) 877-9418.



ALUMACRAFT'S NEW TROPHY SERIES

The Alumacraft Trophy Series of quality boats is engineered to offer big water fishing at its luxurious best. The brand new Trophy 190 and the Trophy 170 are offered in three different seating arrangements: pedestal seating, combination sleeper-pedestal and duo-sleeper seating.

To handle big water fishing, the Trophy Series is built a little bigger where it counts. The Trophy 190 sports a 90" beam, a depth of 43½" and a large 26 gallon fuel tank. The Trophy 170 is 89" at the beam with a 39½" depth and 13 gallon fuel tank.

All six Trophy configurations offer Alumacraft's smooth-riding hull, walk-through windshield, upholstered pedesatl and/or sleeper seats, plush marine carpeting, lockable storage compartments, stowable running lights, rod holders and much more. A windshield curtain, mooring cover, convertible top set and tonneau and power pedestals are optional. Recommended horsepower ranges: 60 to 150 for the 190; 60-115 for the 170.

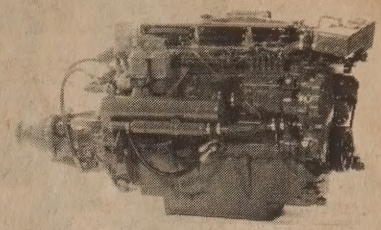
The Alumacraft Boat Company manufactures over 70 different models of vee bottom boats, bass boats, johnboats and canoes and is one of the largest aluminum boat and canoe manufacturers in the United States.

For complete specifications and literature on the Alumacraft Supreme Series or the entire line of quality Alumacraft boats and canoes, write: Alumacraft Boat Company, 315 West St. Julien Street, St. Peter, MN 56082.

THE TACKLE PACKER FROM BRAID

Braid Products Ltd., is introducing another item to its wide range of offshore fishing accessories called The Tackle Packer. This handy and very practical device allows the angler to carry two sets of pliers or dykes. As well as the areas for a file and trolling feathers, The Tackle Packer has individual flap top compartments for carrying hooks, sinkers, swivels, etc. A grommet is placed in the lower corner for hanging of fish number tags. This new product is a necessity for the long range and yacht fisherman who knows the importance of being able to re-rig in the shortest possible time. The Tackle Packer is made of the same high quality materials as used in other Braid Products.

For more information, write to: Braid, P.O. Box 1305, Woodland Hills, CA 91364; (818) 341-8149.



LEHMAN POWERS THE FISHERMAN

Although Lehman Power has been producing top quality marine diesel engines for over 50 years, the company's strong presence in the fishing market has perhaps received less emphasis than the leisure marine side.

The robust dependability of Lehman engines, and in particular the powerful new range of Supers, appeal strongly to those whose livelihood and safety can be seriously affected by unreliable power.

For some years the company has supplied engines for fishing boats in a number of different environments, both in the U.S. and Europe, and one example of the reliability that can be expected from Lehman is a Super 135 powering Canadian Kevin Miller's boat. Kevin works his 40' craft off

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Prince Edward Island in the mouth of the St. Lawrence River. He has three Fishing seasons: lobster, herring and finally a very long day in the tuna season. His engine has to work very hard; as well as powering his boat it drives a hydraulic pump from twin belts off the crankshaft to give power for steering and hauling in the nets on a 6' wide drum. With this kind of timetable and the need to reach the market fast, he has to have complete faith in his engine.

For further information contact: Rick Means at Lehman Power Corporation.

NEW LINE OF COCKPIT SCUPPERS FROM PERKO

Perko, the world's largest manufacturer of marine navigation lights, hardware and accessories, presents a newly designed line of cockpit scuppers.

"Our new line will offer boaters a variety of configurations for most self-bailing applications," said John Rush, assistant vice president of marketing at Perko.

Figure 323 Thru-Hull Scupper with nut is used for mounting through the transom. Extra long length allows mounting on 2-1/8" thick surface, for use with a 1½" hose.

Figure 356 Thru-Hull Scupper has no nut or mounting hardware. It can be bolted or screwed to the transom or bulkhead, neck length can be cut to match mounting surface thickness.

Figure 365 Scupper valve assembly only without thru-hull or mounting hardware is used for surface mount applications.

Figure 319-8 Exra long thru-hull for 1½" hose allows for mounting surface up to 2-1/8" thick.

WIDE-BEAMED, 23 FOOT WALKAROUND CABIN FROM GRADY WHITE

Grady White Boats, which surprised the boating industry with the introduction of a wide-beamed 25 foot sportfisherman, has taken the concept two feet shorter with this year's introduction of the Gulfstream 23s with 9' 3" beam amidships. The walkaround cabin Gulfstream 23 footers are available in outboard, inboard/outboard and Grady Drive configurations to suit the individual fisherman's power preference.

"An extra 15 inches of beam in a 23 foot walkaround gives sportfishermen the dual benefits of a smoother running rough water boat and a much more stable fishing platform at trolling speeds," stated Wiley B. Corbett, executive vice president and general manager. "It also opens up the cabin and cockpit for fishing features that would not be possible on a conventional 8 foot beam hull," he added.

The new Gulfstream models measure 23' 5" down the centerline and have storage racks for 11 offshore rods in the cabin which also features sofa style cushioned seating that converts to an upper and lower berth. In the cockpit, there are four

built-in, lockable tackle drawers, a 265 quart insulated fish box with overboard drain and a 130 quart, rounded, raw water live well. Standard equipment also includes insulated aft deck wells, wash down system and a gunwale mounted freshwater system at the bait rigging station. Gas capacity for all three Gulfstream 23 models is 148 gallons.

Grady White Boats builds fiberglass sportfishing boats from 19 to 25 feet in Greenville, NC.

LCR 8000 FROM HUMMINBIRD

Humminbird proudly presents the ultimate in electronic depth sounder equipment: the LCR 8000, the depth sounder that makes charts obsolete! Featuring the revolutionary split-screen display, the LCR 800 shows underwater views in ways that were never before posible. Split screen zoom and bottom-lock let you see the up close display *and* the full depth range at the same time. And the innovative split screen memory allows you to recall up to 16 previously stored readings and compare them with the current one—and keeps that information even when the unit is turned off or the power is disconnected!

The LCR 8000 is fully loaded with advanced sonar technology features, including Humminbird's exclusive Total Screen Update, which changes the entire wide screen LCD display every time a new function is performed. A vast array of other features includes zoom, bottom lock with contour indication, digital bottom readout, a fish alarm, a bottom alarm, an optional Surface Temperature Gauge, plus many more.

The LCR 8000 is designed to operate either automatically or manually, making it easy to operate and fun to use. And with its advanced features, the LCR 8000 does things charts and graphs can never do!

Completely waterproof for protection against rain, spray or saltwater corrosion.

Five depth ranges (0-15', 0-30', 0-60', 0-120', 0-240') controlled automatically by microcomputer, or manually with range control button.

Wide display area (6"W x 4"H) with split screen capability. Zoom ranges (15, 30 and 60 feet) variable between surface and bottom with split screen showing both information expanded to three inches per dot and full depth scale view.

Bottom lock with split screen shows both expanded information in reference to the bottom and full depth scale view.

Screen memory with recall, capable of storing 16 half-screens without losing the information when the unit is turned off or when power is disconnected; fish alarm sounds only when fish are present.

Total Screen Update immediately changes entire screen to include new information each time a function is changed; digital depth read-out displays bottom depth; sensitivity con-

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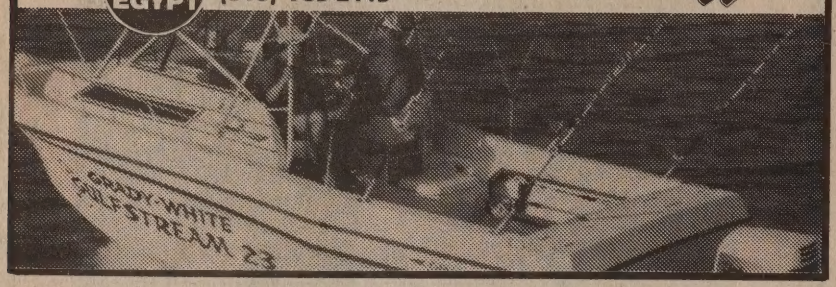

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trolled automatically by microcomputer, or manually with control button.

STC (sensitivity time control) automatically eliminates surface clutter by reducing sensitivity level from first signal returns, and increasing it for later signal returns.

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High speed transducer for accurate readings at over 75 miles per hour.

Swivel mount for easy viewing from anywhere on the boat; lighted display for night use.

Energy-efficient 12-volt operation.

Angle-lock connectors and streamlined dimensions to reduce mounting space.

Optional surface temperature gauge to display water temperatures on screen.

Lifetime guaranteed service policy with three-day turnaround and one year full warranty.

NEW 1987 EVINRUDE "SPL" OFFERS ECONOMY AND VALUE

A new line of "SPL" models offer utility of design with important convenience features. Available in 28, 48 and 88 hp models, each offers Evinrude technology without costly optional features.

Introduced in the 1986 model year, the 28 SPL returns with its back to basics approach. Available in a 20 inch shaft length with remote electric start, it features a 31.8 cubic inch powerhead for excellent performance. A new simplified remote control is standard. The ignition and emergency ignition cut-off are dash-mounted.

A six gallon fuel tank is standard and it will run on a 100:1 fuel/oil ratio.

Fish line cutters are designed into the gear case and propeller to protect the propshaft seals.

New for 1987 is the 48 hp SPL model. Rated a full 48 hp at the prop, it is available in a 20 inch shaft remote electric start model. A 17 inch prop and six gallon fuel tank are standard.

It uses a new simplified remote control with single lever action. The ignition and emergency cut-off switches are dash-mounted. A fuel/oil mixture of 100:1 ratio is recommended for economy and convenience.

The loop-charged model uses a 44.99 cubic inch block. Automatic temperature and pressure controlled cooling provides faster warm up and better idling. Fuel injection starting provides quick starts and minimizes the chance of engine flooding.

Rounding out the new SPL series is the 1987 88 hp SPL model. Available in a 20 inch manual trim model, it is rated at a full 5,000 RPMs. A 50:1 fuel/oil ratio is recommended operating on a standard fuel pump.

A standard 3/6 alternator provides power for on board electrical accessories. An anode in the propeller shaft

housing provides added anti-corrosion protection.

The 90 degree, V4 99.6 cubic inch block provides power for both cruising and water skiing. Tuned exhaust provides more power and efficiency. All three models qualify for the OMC 1 + 2 Extended Warranty Plan.

NEW SI-TEX EZ-97 LORAN C NAVIGATOR INCLUDES VIDEO TAPE ON ITS USE

The new Si-Tex EZ-97 is the smallest, most affordable full featured Loran C navigator on the market today. It's as easy to operate as it is easy on your budget. And it comes with a "how-to" video tape.

A 60 position memory is accessible via a tone-responsive keypad. Waypoint sequencing can be totally automatic for up to 10 specific locations. Ten instant position memories let you "fix" those fishing hotspots and return directly to them any time.

En route to a destination, Com-PuNav course computer keeps you on course with digital displays of cross track error along with bearing, speed, time and distance information.

Along with your purchase of an EZ-97, at no additional cost, Si-Tex is including a high energy video tape of instructions on how to get the most out of this Loran C navigator. They say this 30 minute tape is so complete the user won't even have to read the manual to operate his Loran like a pro.

For more information, write Si-Tex, P.O. Box 6700, Clearwater, FL 33518; (813) 535-4681.

LUHRS 340

You would think Luhrs would be content to design a 34 foot sportfisherman with a list of standard features that makes other boats in her class look naked by comparison. But no, Luhrs also priced its 340 so far below a comparably equipped yet smaller Hatteras 32 or Bertram 30 that a buyer could take the difference and treat his wife to a new Mercedes. Well, that unmatched value has become one of the great success stories in the boating industry. It's no surprise that the Luhrs 340 has made believers out of countless fishermen. She starts with a huge cockpit complete with built-in fish boxes, rod holders, rocket launchers, fresh and saltwater washdown. The command bridge boasts a helmsman's chair, companion seat, full instrumentation and built-in electronics compartments. Up front, there's a bow pulpit, stainless steel rail and full deck hardware. Below she sleeps 4, has a full galley and head with stand-up shower. Topside, a full 10 feet off the cockpit, is a welded aluminum marlin tower complete with controls. And yes—even the tower is standard on the Luhrs 340.

See the Luhrs 340 at your nearest Luhrs dealer or write for a Free brochure.

Luhrs, 12 Timber Lane, Marlboro, NJ 07746.

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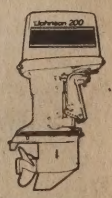

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Boats For Anglers

MAKO 231

by Pete Barrett

Mako Marine has been bulding fishing boats for over 20 years and you'd think after all that time they'd start to run out of ideas. That most definitely is not the case as shown by a close look at the new 231 Mako. This 23 footer was introduced last year and has a number of clever, and very useful, fishing features that make you look closer and say, "Now that's a good idea."

My first look at the 231 came at last year's New York Boat Show, but I had to wait until a trip to Key West, Florida in May to get a chance to see how the 231 ran under fishing conditions. The 231 and its bigger brother, the 261, were both on hand at the annual Mako Marine Outdoor Writers outing. Besides an opportunity to get in some great fishing, we had a chance to see the new boats up close.

The 231 will be covered in this review and John Raguso will be detailing the 261 in a later issue this year. Both boats mark a new trend in Mako Marine boats that bring ever more storage and a nifty electronics storage feature that no other boat has.

The new 231 is typically Mako in appearance and has the same sheer and general appearance as the rest of the Mako family. Unlike the older 23 footer (which is still in the line) the new hull sports a softer riding deep vee. Foam flotation meets Coast Guard specs and complements the hull design for added stiffness and sound deadening. The ride is dry even in seas quartering off the bow, she rides well in a choppy sea and doesn't balk at a following sea. She tracks well even under high speeds, sharp turns. The high transom allows the fisherman to back down on a big fish with no problems flooding the decks.

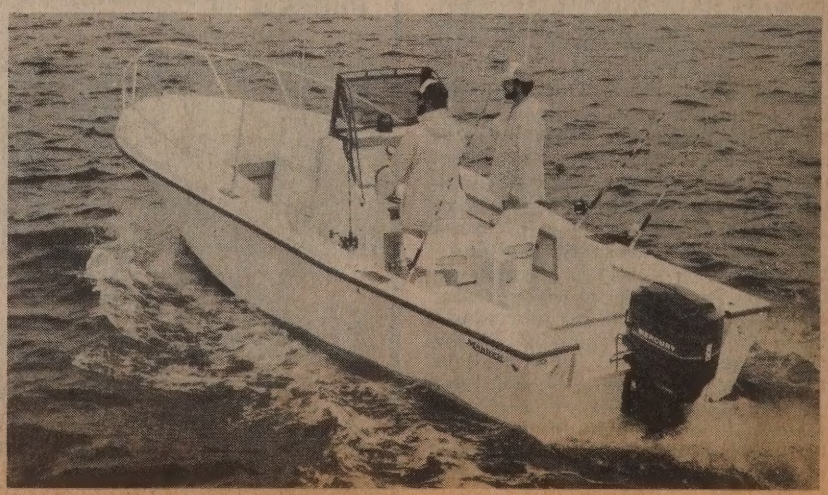
The bow deck has been shortened to give more usable deck space up forward. This, in turn, gave Mako more space to build in storage compartments in the raised casting deck. It looks like a ton of gear could be stowed here and it's all dry. In the center of the main deck, just ahead of the console, is another storage compartment perfect for larger anchors, long anchor rode, extra dock lines and other bulky gear.

The bow is surrounded by a welded aluminum bow rail that is strong, maintenance free, cannot rust and is lighter in weight than a stainless rail. A center step platform can be added between the two raised decks to increase the overall standing room of the casting deck.

The console is a departure from previous Mako boats. It is higher for better visibility and wind protection. The front seat is mounted on hinges and folds forward to expose the entire inside of the console. Not only does this afford unsurpassed storage for fishing gear, but servicing the electrical panel and electronics is super easy. A teak louvered door provides access to the rear of the console.

The aluminum grab rail around the windshield is nicely done in a brown epoxy type finish. The face of the console is sloping and mounts the wheel with fuse panel just below it. Tachs and instruments are mounted on a center panel between two large plexi windows that cover the electronics spaces.

Mako calls the electronics shelves C-Pacs, which is short for Console Portable Accessory Carrier. The



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C-Pacs are boxes that are removable from the console so when you come back to the dock from fishing, simply unplug the electronics, slide the C-Pacs from the console and take them home with you—no more worry about dock thieves stealing your valuable stuff. Great idea Mako!

Aft of the console is a large main cockpit deck. The console is slightly more forward than on many boats of this type, giving the angler lots of extra deck space where most of the fishing is done. The deck has a slight crown to help drain water to the scuppers.

Neat rod racks are molded into teak trimmed spaces under the gun'ls and next to the console. They are large enough to hold three rods and reels per side up to small International size. Lighter tackle can be doubled up in the rod holders to increase the carrying capacity. Large gaffs, boat hooks and tag sticks can also be stowed in these racks. Bungi cord keeps everything held tightly in place.

At the transom, a fold-down splash door keeps sloppy seas out, yet permits walking to the engines if needed for service or when boating a tricky fish. At each corner are built-in fish boxes that lift completely out so they can be carried to the fish cleaning table for the clean-up chores. With the boxes removed there is generous space for batteries, engine oil reservoirs, pumps and switches.

Mako has a long list of options that include such things as full canvas and bimini top, spray hood forward, padded cushions for the bow deck, rocket launcher seat and choice of transom in either 25 inches for single engine or 30 inches for twin engines. Many anglers may also wish to customize the boat with a T-top, small tower, fight chair and other goodies. That's always been the beauty of a Mako boat—it can be customized to anyone's style of fishing.

The finish work on Makos has always been excellent and the 231 I looked at was no exception. From the rub rail to the hardware to the harnessed wiring, the boat is well done. The fit and finish of the teak trim was good, the hatches fit well and even the bilges were neat and clean.

New ideas are alive and well at Mako Marine as shown by the new 231. It is innovative, yet keeps all the things that have made center console boats so well liked by fishermen. This is a good choice for all inshore fishing, for sharking and for offshore tuna.

SPECIFICATIONS

Length	23'2"
Beam	8'
Hull Draft	12"
Hull Weight	2880 pounds
Fuel Capacity	160 gallons
Maximum Horsepower	250

Manufactured by: Mako Marine, 4355 Northwest 128th Street, Miami, Florida 33054, (304) 685-6591.

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Product Review

SI-TEX HE-702

by Jim White

The color sounder is a compact video unit that uses microprocessor based electronics to measure the depth of underwater objects. The sounder will determine water depth, bottom conditions and the location of intervening objects, such as fish, and will display this information on a 4 inch color CRT (cathode ray tube). Five sets of color configurations are available for operator selection.

Each configuration contains seven color levels. Strong echoes from the bottom will produce either red or black (level one) recorded images; intermediate echoes will produce varying colored images (red, black, yellow, green, purple, white or light blue) depending on the strength of the returning signal and choice of color configuration. The background color can be either blue or black (level seven). The sounder also contains a clean echo function that reduces electrical interference from other depth recorders operating in the same general area, and an alarm that can be preset to sound when approaching shallow water.

Operation: Controls for normal operation of the sounder are located on the right side of the unit's front panel. The unit has a memory that will retain all control settings when power is turned off, except shift mode.

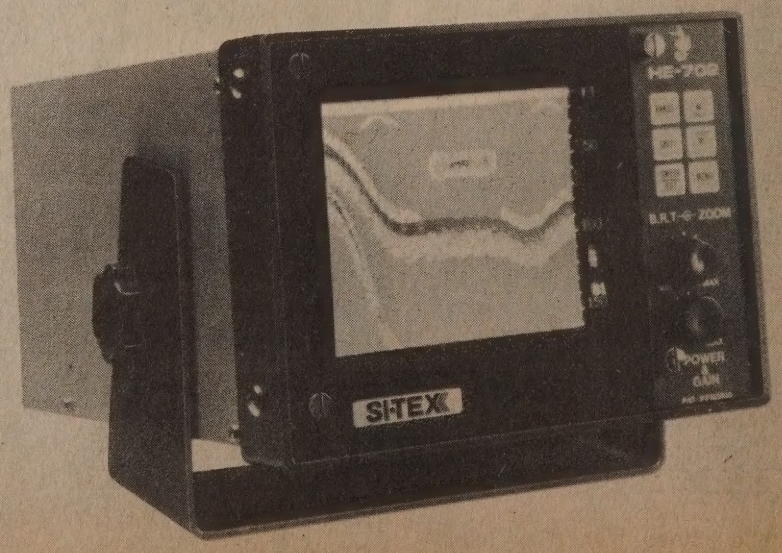
Power/Gain Control: This is both an on/off switch and gain control. Clockwise rotation turns the power ON and applies 12 volts to the unit.

The gain control adjusts the sensitivity of the unit. Optimum setting for the gain control will vary, depending on such factors as water depth, local conditions and experience. To set the gain, set the range deep enough to allow room for display of a second bottom echo. Increase the gain setting until second bottom echo is visible. The range may now be reduced to display only the main bottom echo.

Fixed STC: Sensitivity Time Control is internal to the receiver for eliminating surface noise. It requires no operator adjustment. STC is effective to about 60 feet. Weak echoes, small fish and other small objects may not be seen if the gain is not set properly. Also, intermediate color tones may appear as weaker echoes when the gain is set too low.

Brightness/Zoom: These controls allow continuously variable settings (from minimum to maximum) for both the brightness and the zoom functions on the unit. The small center knob controls the zoom and provides for expansion (up to 50 percent) of the screen. The outer ring behind the zoom knob controls the brightness.

Range: Depth range is selected by pressing the *Range* key, located on the upper right side of the sounder, then immediately pressing either the INC or DEC key. Depth in feet, is displayed in light blue numbers under



the FT heading located to the right of the CRT. Seven possible depth ranges are available: 0-10, 0-20, 0-40, 0-80, 0-150, 0-300 and 0-600.

Actual bottom depth is displayed in the white numbers in the lower right-hand corner of the CRT. A white "E" will appear in place of a number when the sounder is not receiving a bottom echo signal.

Shift: The shift provides a means to expand any selected depth scale. By shifting a shallow depth scale to a deeper depth, the depth images are enlarged. Shift can be either an automatic or a manual function. Choice of shift type is provided by the *Menu*. When the sounder is set for automatic shift, an "A" will be present on the screen just to the left of the FT heading. In this setting, the depth for the selected range will shift continuously until a bottom reading is attained. The unit will then automatically track the bottom, except for depths less than 10 feet, thereby providing expansion on the selected range.

Manual shift allows increase of a selected range for closer inspection of markings. To use, first press the *Shift* key, then the INC key (DEC is not possible when the top reading on the screen is zero).

Sweep/Set: Sweep speed is indicated by little red arrows located under the FT heading. The slowest speed is represented by one arrow; the fastest speed is represented by four arrows. Eliminating all arrows will "freeze" the display. To change the sweep speed, press the *Sweep/Set* key and then either the DEC or INC button.

Decrease: The DEC key decreases the depth range, shift and the sweep setting. It also moves the flashing green marker on the *Menu* in the upward direction.

Increase: The INC key increases depth range, shift and the sweep setting. It also moves the flashing green marker on the *Menu* in the downward direction.

Menu: Operation of the *Menu* key will freeze the picture on the CRT and will stop all other operations except menu selection. The Menu key provides a list of functions for operator selection. The list will replace the depth range readout and will be displayed just to the right of the CRT. Current settings will be marked by red asterisks. To make changes in the menu settings, press either the DEC or INC key to move the green cursor up or down. Place the Sweep/Set key to enter the selected item. The appearance of a red asterisk indicates activation of the selection.

If all this technology scares you, don't worry. It's really not hard at all to get used to using the unit. What you don't remember is programmed into the machine. I got to use one for 30 days and it is really amazing what it can do.

Manufactured by: Si-Tex Marine Electronics, Inc., P.O. Box 6700, Clearwater, FL 33518; (813) 535-4681.

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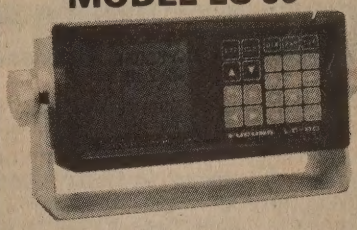
FURUNO MODEL LC-90



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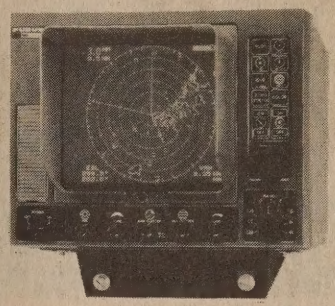

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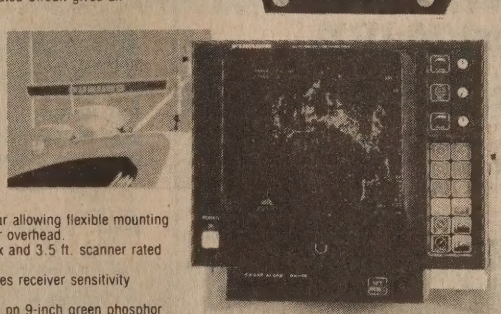

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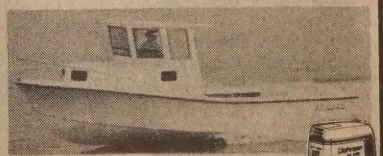

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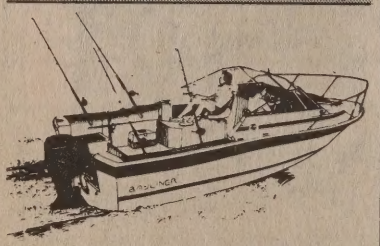

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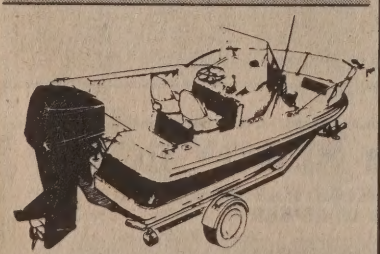

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The Tackle Doctor

by Russ Wilson

Dear Doc,

I don't know if you will be able to answer my question. I realize that salmon eggs are one of the best trout baits on the market and I have been buying them for a number of years. It seems every time I pursue trout on my fishing trips using salmon eggs, I catch nothing but panfish. I've tried drifting the eggs, bottom fishing and even suspending the eggs from a bobber. Of course, I have the eggs fairly far from the bobber. I use the smallest hook I can find and I am getting the bait upstream and out to where I know the trout are. But the only fish that take my offering are panfish and dace.

It has gotten to the point where I am no longer willing to buy salmon eggs. Maybe my line is too heavy for salmon egg fishing or maybe I should omit the bobber. If I am doing something wrong, I hope you can give me a few tips on how to be a better salmon egg fisherman. Now for my question: what am I doing wrong?

Richard Feder.

Dear Richard,

You do not mention what size hooks and the pound test line you are presently using. For openers, try a #12 or #14 salmon egg hook. These are specifically designed to be used with the eggs and have a very short shank so they can be hidden inside the egg. When you attach the egg, do not bring the barb of the hook out of the egg. Simply push it into the egg and leave it hidden inside so it does not pierce the outer skin of the egg.

Light line is a must. Most of the really successful salmon egg fishermen we've known used extremely light monofilament in the clear finish. Two, or at most four pound test is standard among the guys and gals who are experienced at egging for trout.

Forget the bobber. You want those eggs to drift in as natural a manner as possible and you want to present them close to bottom where trout live and feed. A small split shot placed 12 to 18 inches above the egg will get the desired depth except for those instances when you are fishing runs where the current is heavy. Then you may find it necessary to add more weight to get the desired depth.

Now for the kicker. You say you are fishing where the trout live, but I don't think you are. If you are catching panfish and dace, the chances are you're not putting the salmon egg on the trout's dinner table. Trout prefer a faster stream flow while panfish (sunnies, perch and bluegills) will normally be found in places where stream flow is minimal.

Try fishing the faster water. As noted, you'll need some weight to get the eggs down to bottom, but I'll bet by fishing the fast riffles, glides and riffs you'll see a noticeable improvement in your trout scores.

Successful salmon egg fishing requires a deft touch. A trout can pick up an egg, mouth it and spit it out in a split second. If you are not alert you'll never know a fish has taken the bait. Nymph fishing is similar in that you must be a "line watcher" to be successful.

* * *

Dear Doc,

I know this question has been asked and asked again, but do you know of a source where I can buy some agate guides. I have about a half dozen old surf rods that I would like to recondition to their original condition and I can't do it without having the agates to replace those that are cracked. *Thomas Graham.*

Dear Thomas,

The only source I have listed in my file is located on Long Island. You might try contacting Al Sturges at Miller Place Bait and Tackle. The phone number is 1-516-744-9779. He does have some agates in stock and might be able to provide what you need.

* * *

Dear Doc,

I've got a minor problem that perhaps you can help me solve. Last summer I bought a brand spanking new pair of trolling rods with roller guides. I only used the rods a few times and I already see a build up of corrosion between the braces of the guides and where they meet the bracket that holds the rollers in place. Why is this happening? And, what is the solution? That green stuff looks pretty, but I know it isn't doing my guides too much good. *Max Adams.*

Dear Max,

You've been neglecting your duties. Each time you use those rods with roller guides you should rinse them thoroughly with fresh water immediately upon returning to port. Then wash them again with warm soapy water, allow them to dry thoroughly and then give each guide a shot of WD-40 or some similiar retardant. Saltwater is unforgiving of laziness. If you don't clean your tackle

you can bet nature corrosion will quickly form and will eventually cause some part of your equipment to fail. In this case, the guide braces will eventually be eaten through by the corrosion and when you do hook a big fish something will let go.

The build-up of salt and then corrosion around rollers is standard. It is not as dramatic with ring type guides or with the carboloy type trolling guides, although there is always some salt residue left after washing any type guide.

Try brushing the braces with Coca-Cola (which is an excellent corrosive remover) and then coat them liberally with a rust inhibitor to keep them clear of any further corrosive build-up while in storage during the winter. That should solve your problem for now. But, if you don't clean the tackle after each use, the problem will return.

* * *

Dear Doc,

I've been reading your articles for almost six years and you always say the bucktail is the best lure for catching fish on a day to day basis. Well, I've been following your advice and I can't catch anything on them! Do you make and sell bucktails? Or, are you involved with companies that sell bucktails? For the life of me, I can't see what's so great about a hunk of lead and some hair or feathers. Maybe I am off base, but from the fishing I and other friends have done, it seems the bucktail is more of a fisherman catcher than a fish catcher. What say? *Eddie Henry.*

Dear Eddie,

Maybe you are putting me on, or are trying to get my goat. If so, you've accomplished your goal. I do tout the bucktails, more than any other one specific type of lure, plug, metal or even some natural baits. And, for good reason. Bucktails offer about as close a natural appearing lure as you are likely to find. They can be worked tight to bottom, at mid-depths or zipped across the surface to imitate most any kind of small fish. If fish could talk, I'd introduce you to a 200 lb. tarpon that does not think bucktails are lousy lures. Then, too, there are some striped bass, bluefish, weakfish, tuna (both yellowfin and bluefin) and plenty of tropical species that felt the sting of a hook embedded in a (as you call it) hunk of lead.

If you are not putting me on, and honestly feel the leadhead bucktail is an ineffective lure, I'll be more than happy to prove my point. In an upcoming issue we'll have a full length feature describing the various bucktails and how each is used under different fishing situations. I can guarantee that you'll catch fish on these lures if you use them and will back it up with proof. As they say, "Money talks and Bull--- walks." I do not sell bucktails nor do I have any ties with a company that is involved with the manufacture of bucktail type lures!

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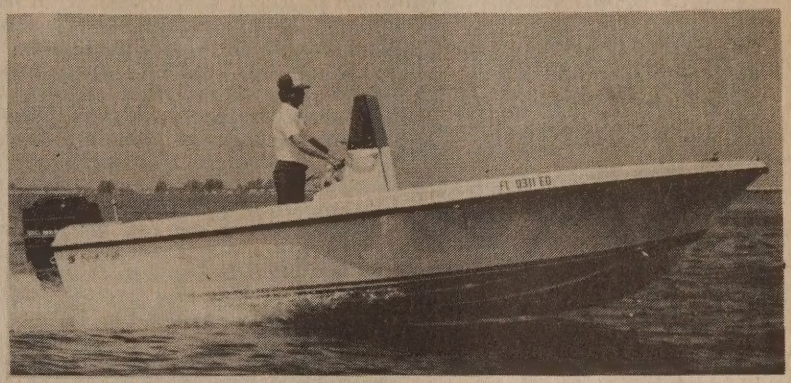

SEA CRAFT SUPERFISHERMAN 20

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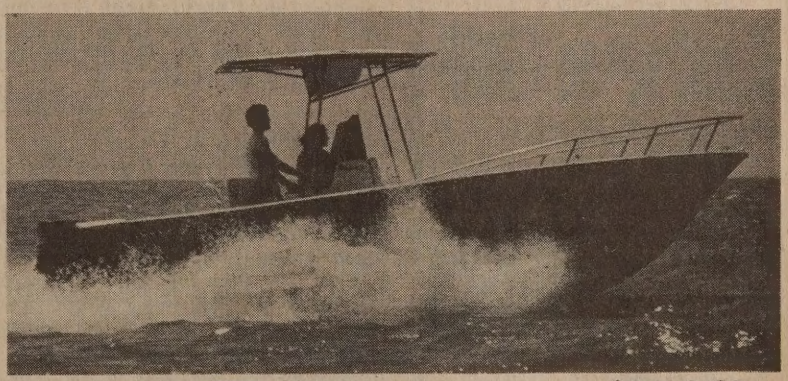

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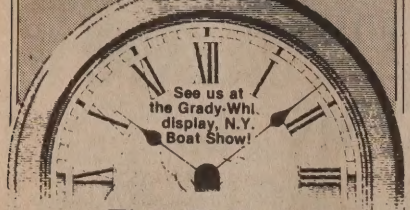

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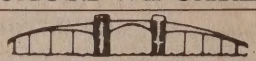

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Dock Lines

by Eric Burnley

This week, The Fisherman begins a new feature that will be of service to our readers who own boats or who plan to own a boat sometime in the future. Many of us think of our boat as another piece of fishing tackle and we may run into problems when faced with situations that require a knowledge of things nautical. This is where we hope we can help. If you have questions on seamanship, navigation, electronics, rigging, maintenance or any other aspect of boating, please drop us a line and we will do everything possible to find you an answer. We are also looking for tips from readers that could be useful to your fellow boaters.

The Tackle Doctor has passed on some letters he received that are better answered in "Dock Lines" and the following are from that file.

* * *

Dear Dock,

I have a 21 foot aluminum boat and venture off the coast of New England and Maine. I have been caught in a thunderstorm a few times and always wondered where (if any) is the safest place to stay on the boat. Has there ever been any cases where an aluminum boat was hit by lightning and what were the results.

Jack Tremblay.

Dear Jack,

All of us who have been caught out in a thunderstorm share your concern about the possibility of a lightning strike. The material used to build your boat is not as critical as its height above the surface of the water. Lightning strikes the highest point even when it is no higher than the pitcher's mound on a softball field.

If you are caught offshore with a thunderstorm between you and safe harbor, there are a few things you can do to protect yourself. Lower all outriggers and antennas. Make the boat's profile as low to the water as possible.

Try to run around the storm. Often a five or six mile run to the north or south will put you out of the danger zone.

If escape is impossible, the safest position to be in is flat on the deck. Rig some type of sea anchor to keep your bow into the sea and take cover wherever you can find it. If the sea becomes too rough, you will have to run the boat under power because your chances of sinking are much greater than your chance of being struck by lightning.

Prevention is the best cure for this problem. Listen to the marine weather radio and don't go out when thunderstorms are expected.

* * *

Dear Dock,

My problem concerns my Humminbird 4000 LCR recorder. I keep my boat in the water from May through November (L.I. Sound). The problem is marine growth on the transducer. I asked the good people at Humminbird what I might do to eliminate the problem and they advised me to consult marine dealers in the area. I have received a lot of contradictory advice and don't know which to take and what to discard. The main problems are the copper base in the paint interfering with the signal and the petroleum base damaging the plastic on the transducer. What do you recommend I do to eliminate or prevent marine growth on the transducer?

Tony Citro.

Dear Tony,

My solution to your problem is maintenance rather than protection. You don't mention where your transducer is mounted, but if it is on the transom you can keep marine growth off by regular cleaning. I use liquid laundry detergent full strength on a rag to wipe off the face of the transducer and the mounting hardware.

If it is impossible to reach the transducer, you will have to use a protective paint designed specifically for this application. Do not use regular bottom paint. MDR is one company who produces transducer bottom paint. if it is not available in your local boating supply store, you can order it from Eastern Marine by calling their toll free number 1-800-622-2628.

* * *

Dear Dock,

Can you believe it: a fisherman of many years who suffers from motion sickness. (I can hear the laughs now.) But just imagine fishing in semi-rough seas with a blitz on the boat, and the most you can do is barely raise your head, let alone fish.

People who don't get ill can't begin to understand the pain and suffering that we, the afflicted, go through, and it's not only the pain from getting motion sickness that hurts, it's the pain of not being able to fish that hurts the most.

Sir, I am desperate. Any insight and information on seasickness cures you can pass on to me would be greatly appreciated.

We fishermen all know that the

ocean can be both a kind and cruel lady. But not being able to enjoy her kindness is sickening and disheartening.

The green-gilled fisherman.

Richard P. Merrill.

Dear Green-Gilled,

I have observed people with your affliction and it is not a pretty sight. While there is no cure, there are some preventative measures you can take.

Be very careful about what you eat before a fishing trip. A big plate of eggs, sausage and potatoes may taste good at 6AM, but by 10, you may not enjoy it quite so much. I only eat a piece or two of toast and a cup of coffee in the morning if I plan to be offshore for the day.

Don't take heavy or spicy food on the boat. Stick with peanut butter and jelly sandwiches or cheese crackers. I never drink carbonated beverages during a day at sea. Ice tea or plain water will quench your thirst and stay in your tummy.

Dramamine has worked well for some anglers as a preventive medicine. The newer Transderm Scope, which must be prescribed by a doctor, is almost 100 percent effective.

I have known some people who could get seasick looking at a gold fish bowl.

* * *

Dear Dock,

My family recently purchased a Tiara 26 foot cuddy cabin with twin 175 outboard engines and we plan to make trips out around Block Island and Montauk. Could you please tell me which Loran(s) you favor and what VHF radio would be reliable?

Kevin O'Brien.

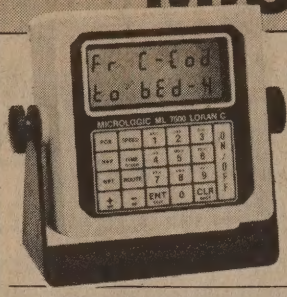
Dear Kevin,

It is impossible for me to recommend a specific brand of Loran or VHF radio for your use. I personally have a Standard VHF and an Apelco Loran, but I have been on boats with various other brands and they all perform well. As with any major appliance (TV, refrigerator, car, etc.), you can occasionally find a lemon. These instances are rare and the manufacturer will correct the problem or replace the unit.

The primary consideration when choosing a VHF, Loran, radar or any other big ticket electrical device is the features available for the cost. If you want it to do everything short of cranking the fish in for you, the price will be high. Those of us on a more stringent budget will find less expensive units that still give us all the features we really need.

After the unit is in hand you must install it very carefully. Most of the problems I have seen with electrical equipment on boats is due to improper installation. If you don't feel confident about doing the job yourself have the dealer or a reliable boat yard do it for you. The extra cost is cheap insurance against problems at sea.

MICROLOGIC



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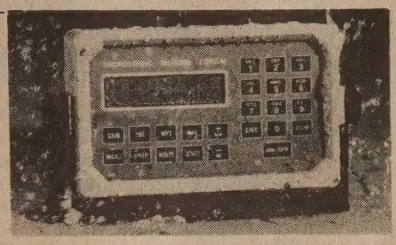

250 WAYPOINTS - Entry by Lat/Lon, TD's, Range/Bearing or Present Position
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COMPLETE NAVIGATIONAL OUTPUTS - Including: Range and Bearing to a Waypoint or between Waypoints, Speed and Course over the ground (Two minute and Six minute averages), Velocity Made Good, Crosstrack Error, Time-To-Go, Estimated Time of Arrival, Graphic Course Deviation (CDI) display. Course Error, Parallel Route Offset, and Specified Course.
PLAIN ENGLISH DISPLAY - The 32 character display can display all letters of the alphabet. it tells you what is being displayed, and provides numerous advisory and prompting messages in plain English to make operation easy to learn and understand
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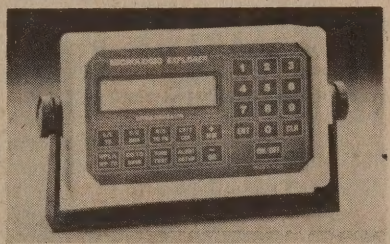

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DATA OUTPUT - Autopilot and CDX are standard equipment.
PLAIN ENGLISH DISPLAY - The 32 character display can display all letters of the alphabet. It tells you what is being displayed, and provides numerous advisory and prompting messages in plain English to make operation easy to learn and understand
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1987 NEW YORK NATIONAL BOAT SHOW

by Pete Barrett

The world's oldest boat show goes modern in the new Jacob Javits Convention Center.

The New York National Boat Show has never stopped growing in its 77 year history and with its new move to the Jacob Javits Convention Center this expansion trend continues. "The new convention facilities have allowed the show to expand in exhibit space by 40 percent over last year's show," says Frank Scalpone, managing director of the show, "and we've sold out every inch of that space."

The marine exhibition will take up the entire main floor of the new building, an area the size of six and a half football fields. Scalpone was enthusiastic about the new Javits Center. "As you enter the ultramodern hall, you'll find yourself in a crystal palace. The 150 foot high, all-glass area features a breathtaking 15 story atrium and there's a cocktail lounge overlooking the lobby."

The Center is located on New York's West side at 11th Avenue and 39th Street. Friday, January 2nd is trade day for dealers and the public show dates run from January 3rd to January 11th. The hours are from 10AM to 10PM.

This means good news for those of us who depend on the New York Show to see the latest in boats, outboards, inboards, sterndrives, electronics and boating accessories. With every major boat builder and electronics company in the show for 1987, there's a chance for consumers to talk personally with factory reps and local dealers plus be able to see firsthand the boat they are interested in.

The New York Boat Show is certainly one of the busiest shows along the Atlantic Coast. The best times to attend the show are weekdays from 10AM to 5PM when crowds are at a minimum to give you maximum opportunity to see what interests you and to have time to talk to reps and dealers. A great idea is to organize a group outing, like the Central Jersey Anglers do every year for the show.

The spectacular Jacob Javits Convention Center is the new home of the New York Boat Show which will feature nearly 1,000 boats and hundreds of marine accessory, fishing tackle and electronics displays.

They hire a bus to the City to eliminate the hassles of parking and driving, leaving everyone relaxed and in good spirits.

Of special interest to fishermen readers will be the Penn display with all their latest reels and downriggers ready for inspection. Fenwick will have its complete line of excellent fishing rods on display. Edelman's booth will feature a wide range of tackle and accessories for the boating fishermen.

Harry Opitz is a tradition at the New York Show and will have his dazzling stainless steel spoons and lures on hand again. Marine Concept will be on hand with its full display of custom made fight chairs and cabinets, plus offshore lures and superb teak work. Tower, outriggers and aluminum accessories will be shown by Pipewelders and Atlantic Fabricators.

The crew from *Salt Water Sportsman* is bringing back their eye-catching display and will have many of their books for sale. Sportsman Trading Post will have a large display of tackle and gear.

Many electronics stores will be back so readers can shop for some great prices at the show. Some of the show specials are truly great bargains! Humminbird plans a display which shows their latest LCD units, and both Eagle and Lowrance will be on hand with their up-to-date technology in electronics. Si-Tex, Furuno, Apelco, Raytheon, NorthStar, Cybernet, Datamarine, Aquameter, King and a host of others will be ready to field your questions and guide you to the right purchase of new equipment.

If you are looking for the funds needed to buy one of the latest boats on display at the show, check out Yegen Marine, Commercial Trust of New Jersey, Citibank, Chemical Bank, Central Federal Savings, First Commercial Corp., Essex Credit Company and several other financial organizations who will have staff at their booths to help arrange boat financing.

All the sport fishing boats will be here: from Aquasport to Wahoo, Grady White to Mako and many others. New at the show this year is Topaz Marine. Luhrs, Black Fin, Tiara/ Pursuit, Bertram, Hatteras, Boston Whaler and dozens of others will show their latest creations.

There is a lot to see at the New York Boat Show this year, more than ever before. It is definitely a bigger show and the National Marine Manufacturers Association has outdone themselves to put together an enjoyable, informative show. For a compplete list of displays, be sure to pick up a show program as you enter the Javits Center and take a minute to review it before heading into the show.

Have a good time and don't forget to stop by The Fisherman's new 20 foot display and say "Hi." There will be a continuous running slide show and a special show premium for everyone who signs up for a new or renewal subscription at the show.

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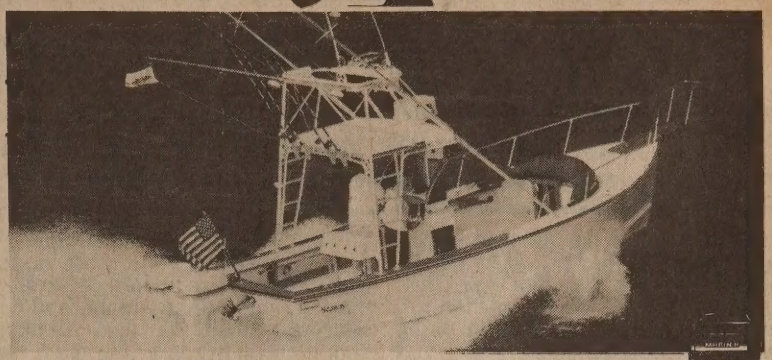

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THE VALUE OF REEFS

by George Reiger

There are some valuable lessons to be learned from our southern neighbors where fishing reefs are concerned.

All anglers would do better to forget about the water they fish *in* and think about the ground they fish *over*. This is no less true for the troller than for the bottom bouncer. In angling, as in real estate, location is everything.

Most mid-Atlantic offshore fishermen would be astonished to discover how barren most of the bottom they fish over actually is. With the exception of those few drowned barrier islands, headlands and valleys we call "hills," "rocks" and "ridges," there is very little natural structure anywhere off the Atlantic coast north of Florida's shallow corals or South Carolina's deepwater reefs.

It is the rotation of the earth that creates our summer plankton blooms that attract mackerel and menhaden that, in turn, attract bluefish and tuna. As far as permanent banquet tables for sea bass and tautog are concerned, most offshore waters disguise a vast desert in which a relatively few oases composed of rocks and wrecks hold all the fish.

Occasionally, an angler in the middle of nowhere will hook an exceptional fish and assume that he has found the mother lode. The very next weekend he will take his buddies back to his Loran marked honeyhole and belatedly discover that his "hotspot" was only a long-gone, warm eddy in the ever-changing sea.

The most successful skippers are those who fish often and keep records of where they caught what and when. This data must be carefully sifted to separate the merely serendipitous from the dependable. Yet, even so, many good skippers are finding increasing competition for a relatively small number of reliable sites.

Since most offshore grounds of the mid-Atlantic bight offer little structure—indeed, since you must run 30 or more miles off the coast in many areas merely to find water more than 100 feet deep—wrecks are more important to us than to recreational fishermen in any other part of the country except the Gulf Coast.

Yet, because of this, and despite the fact that the history of offshore angling in the Gulf is far shorter than off our coast, Gulf anglers have been more succesful in developing artificial reefs from cars, ships and even obsolete oil drilling platforms than we have in the mid-Atlantic bight.

The Gulf angler has fewer natural grounds than we do, so his need for artificial reefs has always been greater than ours. Furthermore, the Gulf of Mexico has a more narrow band of water temperature variation than the mid-Atlantic bight, and consequently there is less seasonal migration of fishes in the Gulf. King mackerel and marlin shift east and west, less because water temperature requires them to do so, than because that's where certain preferred foods happen to wander.

Since sea and bay temperatures rarely fall below 60 degrees along the Gulf Coast, artificial reefs provide excellent fishing for one species or another 12 months a year. This means that over the past several decades, Gulf anglers have gotten into the habit of going where the fish reside rather than, like many mid-Atlantic anglers, waiting for the changing seasons to bring the fish to them.

Thus, from the beginning, Gulf fishermen have been site-oriented. This is true whether they run to a sea mount for marlin and tuna or to a wreck for red snapper and amberjack. The idea of trolling over many square miles of ocean defined only as "fingers," "holes" or "hills" is an absurd waste of time and money so far as Gulf anglers are concerned.

Close enough is not good enough for anglers who frequently run twice as far as we do to reach water only as deep. Loran units were *de rigueur* for small boaters off the Gulf Coast several years before they became commonplace in the mid-Atlantic.

Last but not least, Gulf fishermen have learned that cooperation through clubs is the key to improving their sport. Club members freely share new Loran fixes with other members of their fraternity, possibly because they are always bringing new reefs on line.

Most mid-Atlantic fishing clubs are organized for the sake of competition and good times. Most are not politically involved, even in matters affecting fishery conservation.

Gulf Coast clubs are very different in this regard. They recognize that the concerted shouting of the many is more effective than the anguished cries of a scattered few. Whether the issue is depletion of game fish stocks or the procurement of obsolete ships for burial at sea, politicians are more inclined to listen to the demands of well-financed fraternities than the complaints of frustrated loners. Gulf Coast anglers are generally more successful in enhancing their recreation than we are because they do not allow their clubs to be nibbled to death by inert or self-serving bureaucrats. Where local bureaucracies don't work, Gulf clubs make end-runs on the nebishes and take their cases to the legislature.

The artificial reef program in Virginia is run by people seemingly more concerned with perpetuating their employment than with getting reefs built **now** and in areas that will do the fish and the fishermen the most good. The bureaucrats claim they are not authorized to build artificial reefs beyond the state's three-mile limit, which is of no practical value to either fish or fishermen. What isn't broken apart in the shallow nearshore waters by the first storms of autumn is soon smothered by shifting sands.

Virginia angling groups like the Eastern Shore Marlin Club seem to accept inertia as their fate. Texans would not. They would remind the bureaucrats that their salaries could build quite a number of artificial reefs each year, and if the time-servers still insisted on hiding behind statutes, the Texans would get their friends in the legislature to fire the clowns and use the money earmarked for reef building to do precisely that. After all, you don't need a Master's degree or a civil service rating to know what's good for fish and fishermen.

Although the Virginia Marine Resources Commission oversaw the so-called enhancement of existing artificial reefs last spring with tires, chained or roped together, those materials make ersatz, low-profile reefs that are eventually broken up and scattered by undersea currents. The only readily available material of long term value for artificial reef construction is marine steel of the quality and thickness found in obsolete ships and drilling rigs. Yet Virginia's artificial reef people would rather spend scarce funds duplicating experiments with reef designs and materials that others have conducted in other parts of the country over the past several decades rather than getting on with the job of building viable, fish-producing structures.

When Gulf state bureaucrats began whining that they couldn't do this because of the law and they couldn't do that because of insufficient funding, the anglers used their legislatures to fire the sloths, change the laws, and get the money.

One way to get the money is with sponsors. *The Fisherman* has contributed to artificial reef construction off New Jersey and Long Island, and Lowrance Electronics has paid for reefs off Florida. Yet there are literally hundreds of more local and national corporations with an obvious stake in marine recreational angling happy to cooperate with imaginative and industrious fund raisers working for sport fishing clubs. Since most of what American heavy industry produces ends up as scrap anyway, most corporations are pleased to finance someone to dispose of the stuff "properly" and get credit for their "environmental awareness" at the same time.

Along the mid-Atlantic Coast, reef building is still the exception and not the rule. Just one example of potential reef building materials is found in the dozens of antiquated sea clammers and other commercial fishing hulls rusting at docks from southern New Jersey to Virginia. For less than $10,000 each, these hulls could be purchased and made ready for disposal at sea.

Yet most continue to deteriorate in port until they are barely able to survive the tow upstream where they are sometimes left to sink on the edge of a marsh. Were those same derelicts located in Texas or Alabama, they would have been under water and attracting fish years ago!

An even better reef can be made from those many leaky fuel barges which should be condemned but which still ply our coastal waters. These hulls have no superstructures to remove before sinking, and a good flushing of their petroleum residues is all that's necessary to make the structures ready for their final rest. Explosives are not necessary to sink them. Anchor them up, open the seacocks or cut a few extra holes, and watch them settle gradually to the bottom. Within hours, they're attracting fish.

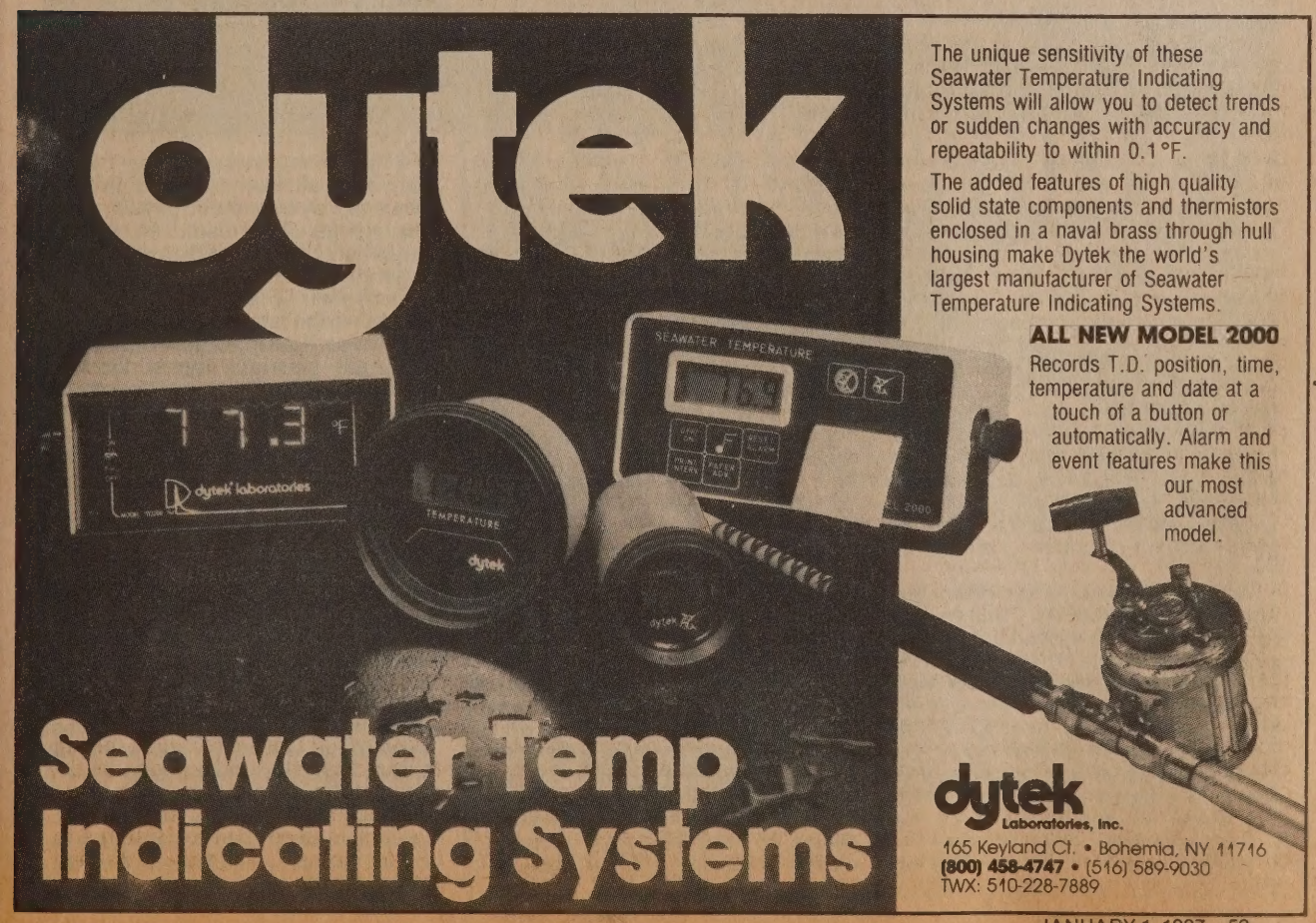
Last July, a donated barge was sunk about 12 nautical miles off Ocean City, Maryland, for a total cost of less than $5,000. The barge was donated by E.A. and J.O. Candell, Inc. of West River, Maryland, because such tax-deductible gifts make better economic sense than cutting the barges up and selling them for scrap. Indeed, half the cost of the reef went to a private consulting firm to survey and find an optimum site for the barge.

With a litle Congressional help, large mothballed Navy ships, that in reality will never again be used for war, can be obtained, stripped, cleaned, and sunk for less than $100,000 each. Here is where corporate sponsors are essential. A North Carolina club acquired a large Navy hull a few years ago by persuading several corporations to match the money the club raised at sportsmen's shows. There's certainly no shortage of obsolete ships stored from New York's Hudson River to Virginia's Elizabeth River.

The problems of bureaucratic resistance and angler inertia is compounded in the mid-Atlantic by a widespread lack of experience as to what a wonderful difference artificial reefs can make. Mid-Atlantic fishermen have always had just enough "ridges," "hills" and "holes," supplemented by a scattering of wrecks created by the German Navy, for us to get by.

But such traditional grounds are already heavily fished and many are becoming overfished. Ocean City, Maryland's former favorite marlin ground, the Jackspot, is good for a few early season bluefish and a few summer tuna, but marlin are rarely caught there any more, and charter boats mostly overrun the Jackspot to more poductive grounds further offshore. A substantial artificial reef there would go a long way toward redeeming this one time honeyhole.

Recreational fishing in the mid-Atlantic bight must reflect the initiative and industry of local angling clubs, or we will continue to see the erosion of our taken-for-granted offshore fisheries. Artificial reefs are the quickest and best way to prevent those fisheries from becoming a melancholy matter of too many anglers trying to catch too few fish.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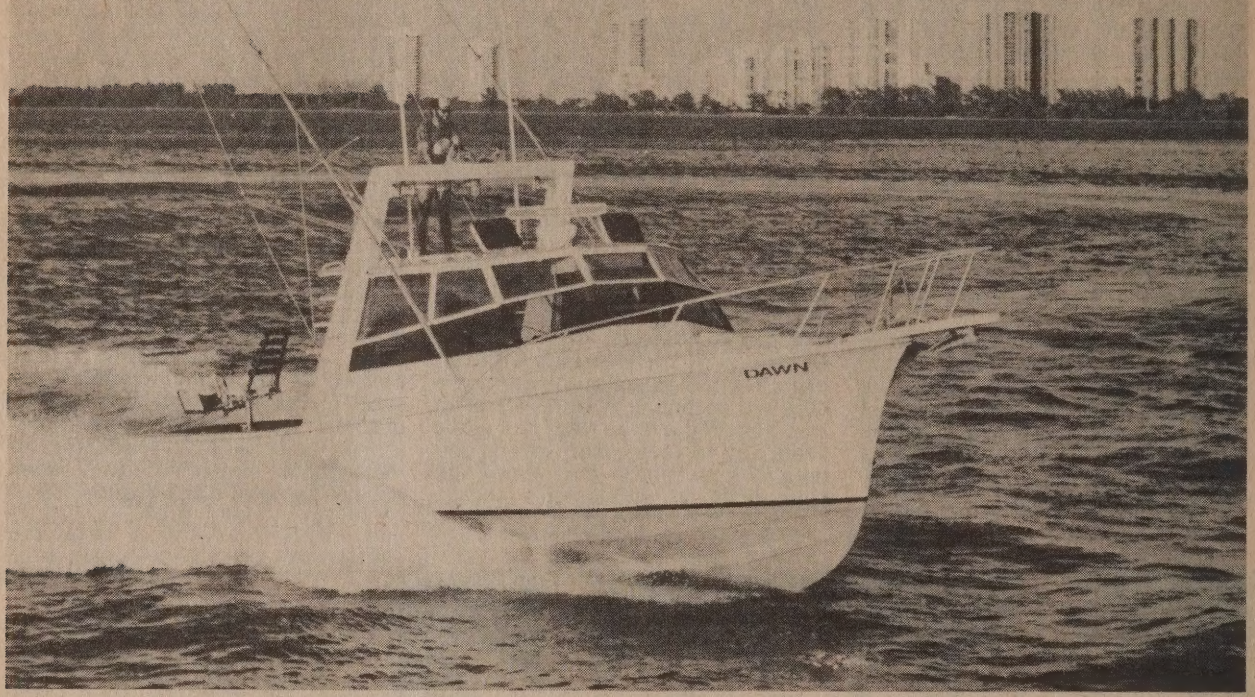
FINANCING THE BOAT OF YOUR DREAMS

by Michael J. Bohrer



Interest rates are down, disposable income is up. So what's to think about when financing your new boat? Plenty. In October, President Reagan signed into law the Tax Reform Act of 1986. This new law affects almost everyone and should be considered when making your purchase at one of the upcoming boat shows. However, before describing the new law's effect on boat buying, some important points should be made.

A boat is an investment. Its cost can easily exceed that of your car, your child's education, or even your residence. Your investment borrowing decision, therefore, should not be made without considering the following:

Amount of Loan. All too often, prospective boat buyers believe the "sticker price" less cash-on-hand (or trade-in) equals the amount to borrow. Wrong. In most cases, it's not even close. If your intention is to use the boat, besides just buying it, the amount to borrow should include all "hidden' costs and, if possible, your first year's operating expenses. Without doing so, the initial years will "nickel and dime" you to death.

Hidden costs are many. The obvious ones, if not included in the price tag, are sales tax, dealer prep and delivery. To this, add your Coast Guard required safety equipment and navigational aids such as a compass, Loran, VHF radio, depth sounder and for some of us, radar. If you're a fisherman, this list grows to include a chart recorder (color, of course), water temperature gauge, tachometer, outriggers, downriggers, gaffs, fishing rods, reels (only Penn Internationals will do), etc. These accessories, of course, should be professionally installed for maximum effectiveness and warranty protection. At last, you're fully rigged and ready to go. You still can afford to use it, can't you? You haven't forgotten to paint the boat's bottom, rent that larger boat slip, and send your check to your insurance agent for your higher premium, have you? Oh, yes, don't forget to fill the gas tanks either.

Yes, boats are expensive. Nevertheless, your ability to afford and enjoy the "Canyon Runner" you've waited years for is greater if you consider the total cost when purchasing and financing your boat. Now that the amount to borrow has been discussed, a listing of borrowing alternatives, including their tax implications, is in order.

Prior to the passage of the Tax Reform Act, all loans (from a tax perspective) were created equal. That has changed. As a result, the changes may affect the type of loan which best suits you.

Consumer Loan: The "typical" loan offered at the boat shows is not as attractive as it used to be. For one, the rates are generally higher than for Home Equity or Mortgage loans. Secondly, and most importantly, after a five year phase-in period, the interest will no longer be tax deductible. (Disallowed interest deductions are 35 percent of total consumer interest in 1987; 60 percent in '88; 80 percent in '89; 90 percent in '90 and 100 percent thereafter.) Assume, for example, a $50,000 loan at 11 percent over ten years. Total interest paid over the loan's term is $32,650. Disallowed interest (for deduction purposes) will approximate $26,000. Assuming a 28 percent rate (and no further tax law changes) tax savings from interest deductions will only equal $1,862. This is $7,280 less than that under the prior law. Thank you, Congress.

Home Equity Loans: Unlike consumer loans, interest on these loans, if used to purchase a boat, will remain deductible if the amount of the in-

debtedness does not exceed the purchase price of the property securing the loan plus the cost of any improvements. (Tip—begin saving all receipts for home improvements to support the amount to which interest secured by your principal or second residence will be deductible.) In addition, the rates are generally lower than for consumer loans. The drawback, however, is that these may be variable rate loans subject to rate increases and may require an Application/Appraisal fee. Nevertheless, assuming the same term and amount as the example as above, but at a 9.5 percent rate, total interest on the loan is reduced to $27,638. Additionally, since this is fully deductible, tax savings (at your 28 percent rate) are $7,739. In other words, the net borrowing costs (interest less tax effect) for the Home Equity loan are $19,899, whereas net borrowing costs for the consumer loan are $30,788. Wouldn't you rather apply the difference, almost $11,000, to a complete set of electronics, new fishing gear, and a fishing vacation?

Mortgage Loan: If you are refinancing your present mortgage or looking to buy a new principal or secondary residence and, at the sme time in the boat buying market, there are advantages to maximizing the amount of the mortgage and applying some of the proceeds to your boat purchase. Like a Home Equity Loan, the interest is deductible. In addition, the rate may be fixed, the term longer, and the Application/Appraisal fee already incurred with the mortgage application. However, don't refinance or purchase a new home simply for boat buying purposes.

Credit Card: Obviously, used for smaller purchases. Two words of advice: forget it. Credit card "loans" are at the highest rate with the interest no longer being deductible (after the phase-in period). If you go this route, your banker will love you. On the other hand, if you use your credit card for major purchases, can we talk?

The tax changes described above affect individuals who do not use their boat for business purposes. There are other tax changes affecting boats used in a trade or business; they are beyond the scope of this article.

A final tax law change affecting your boat purchase involves sales tax. Beginning in 1987, sales tax on major purchass will no longer be tax deductible. However, if you are certain you are buying a boat in 1987, from a specific dealer, you can prepay the sales tax in 1986 and deduct it on your current year's return. If you do, however, protect yourself by clearly documenting the make-up of the transaction (prepaid sales tax) and have your dealer sign off on your documentation.

In closing, there are many factors to consider, not just tax implications, when borrowing to purchase a boat. If any uncertainties exist, discuss them with your accountant or banker before "investing."

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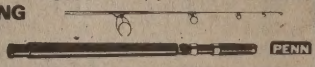

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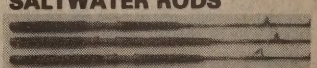

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THE SIREN CALL

reprinted from Seaword

Why sharks and fish bite into deep water cables remains a puzzle.

In the depths between Tenerif and Grand Canary Island a deep water shark glides through the dimness, its exquisite sensory systems directing it to something near the ocean floor.

The object it closes on does not look or smell or behave like prey the shark is used to, yet there is something attractive about it. The shark cautiously brushes the object with its sandpapery side. The "feel" of the thing might identify it—but it does not. All else failing to indicate whether this object is worth eating, the shark resorts to a last test, one sharks are thought to apply at times to unfamiliar objects such as boat transoms, rolls of tarpaper and human swimmers: a taste-test.

It bites the object. Nothing fleshy here. The shark swims away.

This victim had no flesh because it was a fiber optic cable sheathed in plastic.

The scenario above may not be accurate in all details, but the cable biting part is factual. Sharks and fishes bite many kinds of undersea cables and not just once in a blue moon. They do it commonly enough that fish-bite is a costly nuisance.

The experimental fiber optic telephone line put down between Tenerif and Grand Canary by American Telephone and Telegraph Company was bitten three times between October 1985 and March 1986. On rare occasions, AT&T's coaxial cables have been bitten as well. Woods Hole Oceanographic Institution has fish-bite problems, too. Of 261 data gathering stations moored between 40 degrees north and south latitude in the North Atlantic from 1967 through 1978, more than one in five (22%) were bitten.

Fish-bite may be even more prevalent than the WHOI figures indicate. Bites show clearly on polyethylene sheathing, but are harder to detect on steel or armored cables. Some attackes on these latter kinds probably go undetected.

Which are the guilty species? Many fishes can be ruled out because of their depth range, their habits and their teeth (or lack of them), but this still leaves a sizable list of possible culprits.

The species most strongly associated with fish-bite are sharks, because they occasionally leave a "fingerprint" at the scene—a tooth embeded in plastic cable sheathing. (Sharks readily lose teeth when feeding. Replacements fill the gaps within hours.) Although experts have disagreed at times on tooth-based identifications, the circle of suspicion has been drawn around a handful of shallow water and deep water species. Principal suspects among sharks living in the upper 200 meters of the sea are the mako, the blue, the dusky, the silky, the bull shark and the oceanic whitetip. Deep water species under suspicion are rarer sharks—the goblin, the crocodile and the Portuguese shark. These frequent the 1000 to 1500 meter depth at which AT&T's fiber optic cable was bitten.

Other sharks, in the upper zone especially, may belong in the suspect category as well. Some slashes on cable jacketing fit the shark bite pattern, but there is no way of determining the guilty species.

A few non-shark fishes appear to be cable biters, too, but evidence is too scant to be definitive.

Undersea telephone cables are not fragile. Transatlantic coaxial is heavy gauge wire encased in steel jacketing. AT&T's fiber optic cable between Tenerif and Grand Canary, smaller in diameter, is also tough. Six optical fibers are surrounded by steel wires. These are overlaid with a welded copper tube and this, in turn, by heavy plastic sheathing.

"Bites don't sever either kind of cable, nor have they ever interrupted service, but they force us to make repairs," explains Raymond Tuminaro, a project supervisor in AT&T—Bell Undersea Cable and Apparatus Design Department and a member of the team responsible for the Tenerif—Grand Canary experiment.

The new fiber optic cable, which can carry up to 40,000 simultaneous voice transmissions—or five times as many as coaxial cable—transmits laser-generated light pulses. These must be amplified every 50 kilometers by repeaters (electronic units powered by 1.6 amps of direct current). "A heavy bite on a fiber optic cable might reach the copper tube and cause a null between repeaters. This doesn't interrupt service, but it does expose the copper to the sea and this, in time, could create more serious problems," Tuminaro says. Electronic readouts can pinpoint where a fault has occurred, but not necessarily its cause. AT&T must sometimes use a remote control minisub, the Scarab, to inspect the damage and identify its cause. But with or without the minisub, repairing fish bite damage is an expense AT&T would rather not have.

Why do sharks and fishes bite cables? No one knows. The answer, whatever it proves to be, will not be a simple one. A combination of factors seems to be responsible, but their interplay is yet to be determined.

One piece of the puzzle seems to be strumming: vibrations induced in a suspended cable by the force of currents. With their acute sensitvity to vibrations in water, sharks may mistake cable strumming for the sounds of prey. Aware of this, and the fact that bottom-resting cable is less vulnerable to wear and tear than suspended cable, AT&T routinely lays cable with slack so the line drapes itself over irregularities on the sea floor.

To combat the shark bite problem on the Tenerif-Grand Canary cable, workers rerouted the line away from areas where suspensions occurred as the cable passed over volcanic rubble. They also laid the cable with additional slack and encased long sections of it in armored sheathing.

Since these measures were taken, the line has not been bitten.

AT&T is trying to discover what causes the cable biting. Its research effort recently included a study of Mystic Marinelife Aquarium's chain dogfish—small, deep water sharks living in the same oceanic areas as cable biting sharks. Housed in the Exhibit's backup area, the dogfish were chosen for study because they're recent arrivals not yet habituated to their new environment.

Marcos Ortiz and Al Quigley of Bell Laboratories' Undersea Systems Laboratory submerged a loop of fiber optic cable in the dogfish tank. They videotaped the sharks' reactions to the cable under varying circumstances: as no current passed through the line; as differing currents passed through; as the cable without current was mechanically oscillated; as the cable with current was mechanically oscillated—and so on.

"The dogfish seem to be more attracted to mechanically induced vibrations than to electrical ones," says Tuminaro. "That is, they showed more interest in such stimuli by moving rapidly toward the cable nose first. None of them actually bit the line." He quickly adds that these results underline the need for further testing. "We need to determine

(Continued on next page.)

whether mechanical oscillation alone is attractive to sharks or whether it acts in combination with other stimuli such as food, electrical fields, magnetic fields, or other factors.''

A different kind of information on fish bite has been gathered by Woods Hole Oceanographic Institution. Both steel and polypropylene lines mooring data gathering instruments in the North Atlantic ocean commonly suffer fish bite. Here again, bites seldom sever the cables (which stand vertically in the water in contrast to AT&T's), but the damage weakens them so stress and corrosion can cause a break and the temporary of permanent loss of an array costing anywhere from $500 to $5000 dollars.

By monitoring the incidence of fish bite at moorings deployed from 1967 through 1978, WHOI has been able to fix the area and the depth where fish bite is most likely to occur.

Of 385 stations inspected in the North Atlantic, 261 were located in what has come to be called the ''fish bite zone.'' This is an area bounded by depth and by latitudes—specifically, from the surface to a depth of 2000 meters between 40 degrees north and 40 degrees south latitude. During the study no mooring lines outside these latitudes were bitten, and no lines within these parallels were bitten at depths greater than 1500 meters. (Why 2000 meters is set as the lowest limit for fish bite will appear shortly.)

The study also reported that:

- 22% of all lines in the fish bite zone were bitten.
- the risk of fish bite increases from zero at approximately 44 degrees north latitude to 100 percent within 1.6 degrees of the Equator.
- although it was previously thought that moorings with surface floats were more susceptible to fish bite than those with subsurface floats, the study showed the risk is about 30 percent at all depths to 500 meters. Beyond 500 meters, incidence of fish bite fell off until beyond a depth of 1500 meters, there was no record of fish bite having occurred. The report notes, however, that data from other sources indicates fish bite to a depth of 2000 meters.
- fish bite appears to be a deep water phenomenon. No occurrences were recorded in the fish bite zone where the mooring was in shallow water—that is, where the mooring was anchored in water less than 2001 meters deep.
- There is no clear correlation between fish bite and the length of time a mooring was in the water.

The report, authored by Bryce Prindle, notes fish bite has been variable from year to year. For example, in 1968 no lines were reported to have been bitten in a particular area. The following year at the same location, with the same number of lines exposed, the attack rate was 27 percent. ''The data suggest there had been some change at site D, and in fact, it is possible that a meandering of the Gulf Stream put the edge of it over the site in 1969, and with the Stream came warm water, sharks and perhaps other biting organisms,'' Prindle says.

The WHOI study establishes the where of fish bite—at least in the North Atlantic—but not the why. Prindle, who is currently updating this study, agrees that many factors may play a part in drawing fishes to cables. Strumming may be one of them. The frequency of vibration of half-inch rope commonly used for station moorings appears to be a strong acoustic attraction for sharks. Yet other factors may be bioelectric fields generated around the cable by flowing water, or electrical current used to beam data from some WHOI moorings to satellites. Or perhaps small fishes are attracted to organisms settling on cables—goose barnacles, hydrozoans, siphonophores—and the smaller fishes attract the larger, cable-biting ones. Even simple curiosity may play some part. ''Given the ability of fishes to detect disturbances in their environment, the dropping of a mooring may be an event they are compelled to investigate and the bites may be taste tests of an unfamiliar object,'' Prindle speculates.

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The most significant recent development in the fisheries of Hawaii and other Pacific Island countries is the use of anchored rafts or buoys as fish aggregation devices (FADs). These are remarkably successful in attracting and holding around them transient schools of both surface and deep swimming pelagic species. FADs are a boon to economically pressed native fishermen, enabling them to get consistently good catches without spending time and fuel randomly searching for fish. These devices also make it economically possible for village fishermen to harvest offshore tuna on a more regular basis, a development which has the additional effect of relieving pressure on overfished reef and lagoon stocks. FADs were introduced in Hawaii in 1979 by the National Marine Fisheries Service. By 1984 more than 600 of them were being used in 23 Pacific basin countries and another 300 had been scheduled for deployment during the following year.

FADs are simple devices made from natural or synthetic materials at hand. Some rafts are spindle buoys. Others are bamboo "fans," cinched at the gathered end by an old rubber tire and lashed at the other by rope or rubber strapping. Foam-filled oil drums, urethane-packed rubber tires, steel disks, and fiberglass floats are among other materials used to make rafts.

The raft is tied to an anchor (any handy weight, such as a locomotive wheel, an old anchor, a concrete-filled drum, or pieces of scrap metal) by a stout and slack nylon, polyester, or polypropylene line segmented with chains and counterweights. Most FADs dangle appendages. Palm fronds, plastic strapping, and old netting are materials commonly used to make these. Appendages in Fiji and Western Samoa are sometimes made of tires cut in half to reduce drag, wired onto a loop or single length of chain, and suspended below the raft.

FAD anchors typically moor on bottoms between 1800 and 2000 meters deep. Interestingly, the incidence of fish bite damage to lines is virtually zero.

The last significant detail is that these fish-aggregating devices commonly have their rope or chain segments laced with plastic ribbons or strapping to reduce line strumming. Strumming increases drag on the raft and breaks down the line.

The consensus among users is that appendages are the main attractant. No scientific evidence supports this, but fishermen report that the loss of the appendage is followed by a rapid drop in fish sightings and catches around the FAD. Why do they work? Three reasons are put forward:

- That they provide shelter, allowing a build-up of prey species which provide a strong visual stimulus to predators.
- That they increase the underwater size of the FAD, increasing the visual target size; shaded area is also increased.
- That they provide a medium for marine growth and thereby increase the "odor" emanating from the raft.

All of this seems to make good sense, but it further obscures the reasons why fishes are attracted to cables. A comparison of Atlantic and Pacific data yields puzzling contradictions. The only point of accord is that fish bit does not seem to occur in water less than 2001 meters deep.

Otherwise, Atlantic and Pacific data considered together present a confusing picture. Fishes are attracted both to cables that strum greatly and do not strum greatly; that carry current and do not carry current; that are taut and comparatively large in diameter; that have appendages and do not have appendages; that have "odor" (marine life growing on them) and no odor (free of marine life).

Clearly, why fishes are attracted to cables in the first place is a puzzle. Why some bite these strange objects is yet another enigma.

As more data comes in, scientists may be able to unravel the combination of factors which make lines so alluring. But for the time being, the siren call of underwater cables is one more mystery of the deep.

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WHAT'S NEW IN FISHING BOATS: 1987

Part One—*by John Raguso*

The author provides his annual treatise on the latest in fishing machines for the upcoming season.

The upcoming year has plenty in store for those anglers who've waited patiently for the "right time" to buy that new fiberglass fishing machine. Ladies and gentlemen, I believe that the planets are in proper alignment for proactive movement! Government statistics show that discretionary income is up; the prices at the gas pump are at 10-year-low levels; interest rates are down for those who must borrow; and more manufacturers than ever, spurred on by healthy sales, are offering their version of the ultimate angling platform.

With all this going for you, trying to pick a winner from the myriad of possibilities is a real challenge. If this selection isn't performed with a bit of care, you might spend thousands of dollars on something you can't live with down the road and lose some money in the process.

For the next two weeks, we're going to summarize the offerings from 26 different manufacturers, looking at new designs up to 28 feet in length for our review. You'll find some familiar names here, as well as some up-and-coming companies that deserve a serious look.

Last season was the year of the Center Console Cabin, with many builders reverting back to variations of the theme that was first pioneered in the mid-70s by Pacemaker and Aquasport. But '87 seems to be the year of the "wide body," no doubt due to a good percentage (38 out of 50) of states expanding their legal trailerable beam limits up to 8' 6" or 8' 9". Companies like Grady White, Mako,

Grady White 232G

Pursuit/Tiara, Ocean Master, Winner, and others have introduced new models that stretch the beam a bit to add more interior cockpit and cabin space, frequently adding a touch more seaworthiness as a by-product.

Let's take a closer look now at what 1987 has to offer:

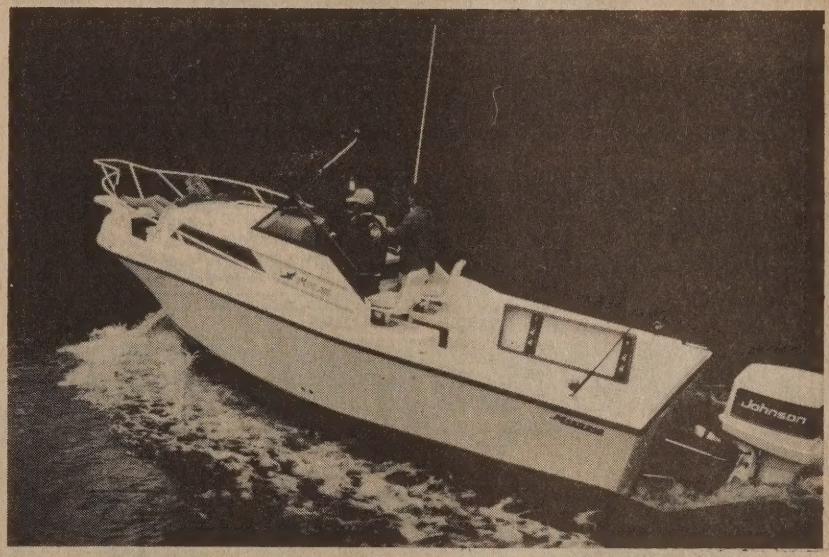
Grady White: As mentioned in The Fisherman's *Boats for Anglers* column last August, this North Carolina boatbuilder continues to pioneer the "new wave" of sport fishing designs for small craft aficionados. Their 23 foot wide body Gulfstream walkaround cuddy breaks virgin territory by matching up a 23' 5" L.O.A. hull to a 9' 3" beam, weighing in at 3900+ lbs. dry, without power. The result is a fiberglass version of the football Giant's star running back Joe Morris: a stocky, nimble and powerful performer that you can rely on when the going gets tough. This machine features a flush mount anchor locker up forward, 265 qt. insulated fishbox, 130 qt. circular raw-water fed livewell, lockable rod storage for 11 offshore outfits below, dual 6½ foot bunks, lure storage under the twin helm seats and lots more. The 183 gal. long range fuel cell is a popular option that will allow you to reach the distant canyons and the 100 percent hand-laid 20 degree vee hull, true self-bailing deck and basic foam flotation will get you back safely. Figure on a pair of 140 or 150 hp outboards for this tiger and you're ready to prowl the blue waters. Power options include outboard, Grady bracket on a full transom, or I/O.

Also new for '87 is a totally revised layout for their popular 20 foot walkaround cuddy, the 204-C. The new design starts off with a raised sheer line forward complete with flush mount anchor locker, increased cabin space and headroom, a molded radio box and compass pad above the instrument dash, improved transom well with molded seats which allows more rigging space for batteries and oil reservoirs, plus an enlarged rear fishwell. As always, 100 percent hand-laid hull is standard, along with a self-bailing deck and basic foam flotation. I was able to take this walkaround on a test run in late November, so be on the lookout for a detailed "road test" in this magazine's *Boats for Anglers* column in a few weeks.

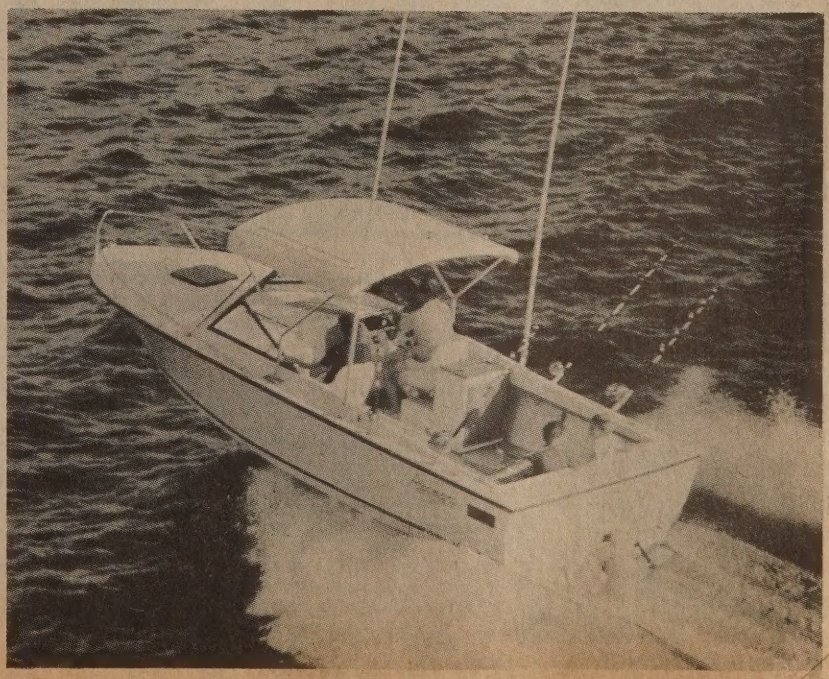
Hydra-Sports: This Tennessee-based company has been producing seaworthy saltwater craft for a number of years, and for this model year, they've taken one of the most popular boats in their line, the 25 foot Walkaround Cuddy, and made it even better. This 20 degree deep vee hull remains unchanged, but the deck mold has been totally revamped. The designers have built in a pop-up hatch for easy entry into the cabin, as well as raising the walkaround a tad to provide more interior space below. They've included a compass pad, in addition to incorporating a flush

(Continued on next page.)

Hydra-Sports 2500



Mako 248



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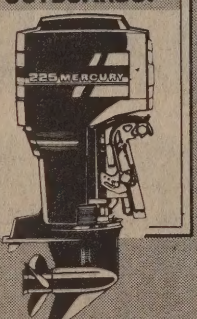

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mount anchor locker up forward in the bow. As usual, this boat features foam flotation, a box beam stringer system, stern transom braces, Pompanette seats and Racor fuel filters.

Also new for '87 is the addition of a center console and cuddy cabin to the 2000 series 20 foot hull. According to Sales Manager Garrett Walsh, 23 and 28 foot wide body walkarounds are on the horizon. These hulls are being lofted as you read this, so look for a late spring introduction.

Mako Marine: Not many companies can claim the leadership and design influence in the boating industry that this Miami, Florida builder has earned over the last few decades and this year the minds at Mako continue to turn out some innovative layouts. There are four new seahorses in the stable for '87, and one of the most awesome to come along in awhile is their 261 center console. This 26 4" by 8' 6" hull is rated to carry 400 horsepower on the transom and with 200 gallons of fuel, you'll be able to roam the canyons all day. Equally impressive is the 26 inch cockpit freeboard at the stern and the twin removable 35"x11"x14" fishboxes aft. Also new for this season is the 231 center console, which features 160 gallon fuel capacity, coupled to a completely revised hull and deck layout. This Mako also incorporates removable stern fishboxes, which allows for quick and easy transportation of the day's catch to the fish cleaning table with a minimum of mess. Both the 261 and the 231 have Mako's C-PAC (Console Portable Accessory Carrier) removable electronics boxes built right into the center console, so when you leave the boat after a long trip, all you do is unsnap these boxes containing your electronics for a speedy getaway. The third new arrival for this model year is the expanded-beam 248 walkaround cabin. This 24' 6" by 8' 6" hull comes with a 150 gal. fuel cell, stand-up head with sink and shower, 40 gal. freshwater tank, galley and much more as standard issue. As always, these latest Makos come with basic foam flotation and 100 percent hand laid hulls and decks. As an aside, it seems the Florida boys are finally building more fuel capacity into their new hulls to help us northerners out when we have to roam great distances to find the blue waters.

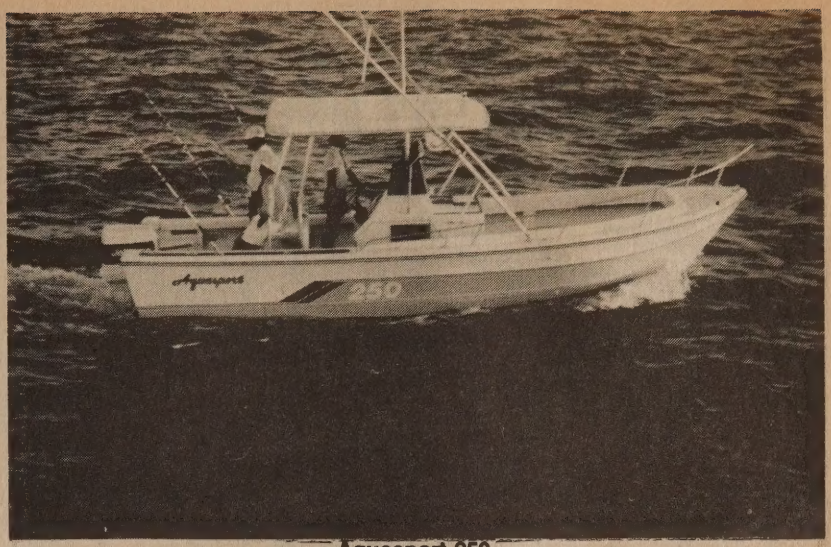
Last on the docket for '87 is the twin console 285. Built on Mako's 28' 5" by 9' 10" hull, this model was really introduced in the latter part of 1986, but we'll include it here to reveal something unknown to most potential buyers. This boat is available not only in center or dual console format, but you have a choice of either modified vee or deep vee hull design as well. According to Marty Bystrong, Mako's Sales Manager, option A (the 23 degree deadrise deep vee) is better in an area where long runs in heavy seas is the norm. Option B (the 16 degree deadrise modified vee) is more stable when drifting and trolling and is

slightly easier to power. Either choice comes with 300 gal. of fuel capacity, power rated to 600 hp, and basic form flotation.

Albemarle: According to Owen Maxwell, Vice President of Sales for this eastern North Carolina based builder, the standard Albemarle line-up remains fairly unchanged for 1987. Their 24' x 8' and 27' x 9' 6" deep vee cuddy cabin boats have a reputation for strength and sea-keeping ability. The five-year hull warranty is testimony to the company's confidence that they turn out a tough competitor, and the 24 degree transome deadrise of these craft is one of the deepest vees of any boat on the market. However, their proprietary chine and spray rail design, coupled with the boats' low center of gravity, makes them extremely stable in a beam or quartering sea.

Revised for this year is the power format for both 24 and 27 foot boats. The 24 foot cuddy is now equipped with a 271 hp Volvo duo prop 350 cubic inch I/O engine. The 27 foot cuddy features twin 271 Volvos in either I/O, inboard, or jackshaft I/O duo prop design.

Aquasport: There are a lot of new things going on at the Hialeah, Florida plant these days, and 1987 hosts a number of major changes to the Aquasport lineup. The big news is that the Osprey line of center consoles has been expanded to include 25 and 27 foot editions. Both boats retain the traditional look of the older 17', 19' 6" and 22' 2" modified vee hulls that were popularized in the 60s and 70s. This is accomplished by borrowing the forward sheer line of the former Aquasports and marrying it to a 19-20 degree transom deadrise deep vee platform. This new package, combined with long awaited extended range fuel tanks, creates a boat that is bound to be a hit with the offshore clique that fishes the waters from the Delaware shores up to Cape Cod.



Aquasport 250

Both boats are available in either the normal Osprey format, whose "Big Catch" standard features include recessed teak rod racks, flush rod holders, three fish boxes with macerator pumps and overboard discharge, a recirculating livewell, etc., or the more sophisticated Tournament Master option. The latter selection will give you a Salt Shaker half tower/T-top or low profile tower with controls, Lee's rod holders, tower-mounted overhead rod racks, cockpit coaming bolster and Lee's Jr. out-

(Continued on next page.)

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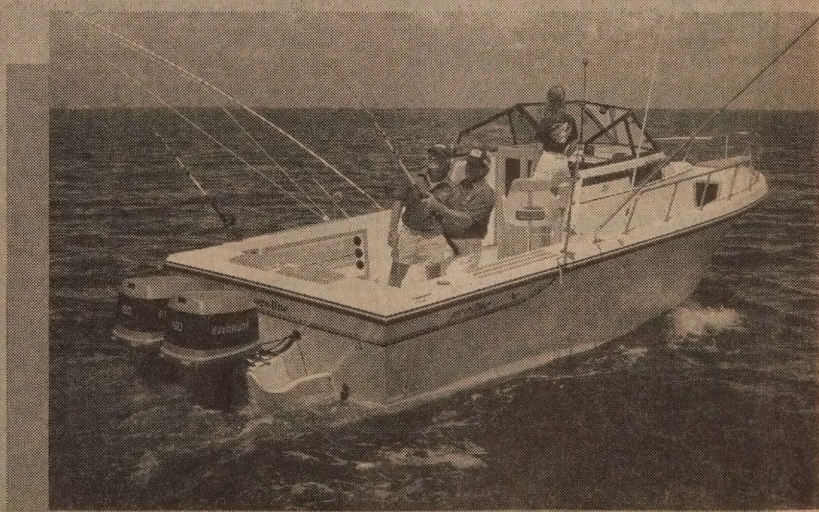

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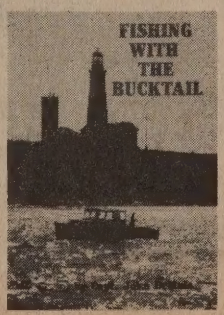

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riggers.

The model 250 is built on the proven 24' 8" x 8', 19 degree deadrise hull and weighs-in at approximately 2,800 lbs. dry. The 206 gal. fuel cell wil take you a long way and she's rated to power up to 300 horses. The 271 Osprey is a completely new hull design and is built on 27'x9' 8" specs with 20 degrees of stern deadrise, checking in at about 4,700 lbs. without power. Maximum capacity is 550 ponies and this hull is equipped with a 250 gal. tank. Other Aquasports have gone through some cosmetic changes, but the Ospreys were the only modifications of any real significance. It is interesting to note that all Aquasports up to 25' in length carry either basic or level flotation, depending on the model.

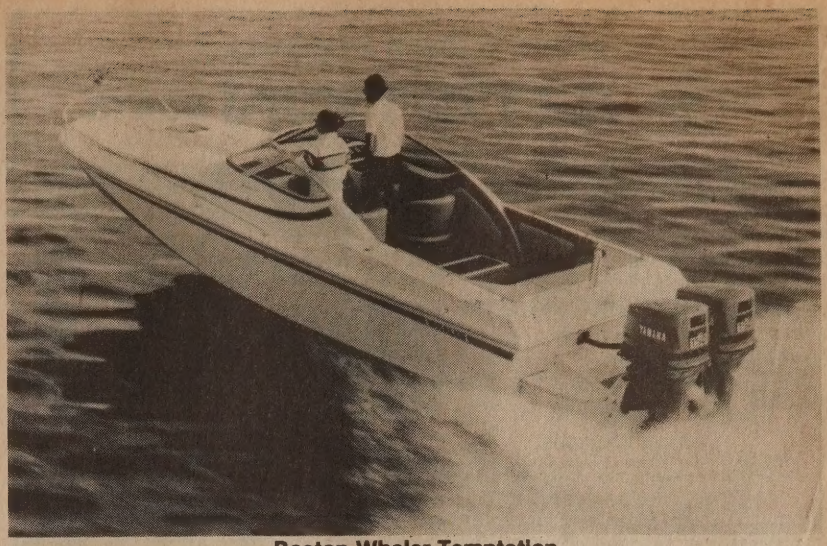
Ocean Master: Noted for their legendary 20 layer 28 and 31 foot offshore hulls, this Florida based manufacturer has introduced a 27' x 8/' center console for this model year. The hull on this baby is "only" 15 layers thick, featuring 8 layers of hand-laid mat and 7 layers of 24 oz. woven roving for rugged strength. Compare this lay-up schedule to most boats in this size range and you're bound to find that few companies give you a hull this thick. The newest Ocean Master has a 20 degree vee at the transom and a 40 degree entry forward to cut through even the meanest of headseas. The 200 gal. fuel tank will give you good range with a pair of 200 hp outboards, which are optimum power for this 4,000 lb. platform. The center console houses a head, and this storage space boasts 5' 7" headroom. The boat incorporates four massive fiberglass stringers which are bonded to the hull, sides and deck for a super strong integrated finished product. The forward casting platform measures 6' 9" x 6' 9", and a 32 gal. livewell is situated aft, with twin 7' x 3' x 2' boxes to house your catch of the day. Foam flotation is an option on the Ocean Master, and I think it's worth the extra $600 for the peace of mind when you're three hours off the beach. Owner Mark Hauptner hinted that there's a cabin version of this 27 foot craft on the not-too-distant horizon, so stay tuned.

S2 Yachts: The big news at Leon Slikkers' Michigan plant this year is that they've reorganized the business, in addition to introducing a few new boats. The new organization feaures the Tiara name for sport yachts from 27 to 36 feet; Pursuit will represent fishing boats from 20 to 27 feet; the Slickcraft sportboats handle will be for luxury cruisers in the 18 to 27 foot range; and of course, there's S2 sailboats.

Focusing on the Pursuit lineup, there are two new models for '87. The first is a center console cabin version of their 24' 9" by 8' 6" hull introduced as a walkaround cuddy last season. The new boat is the 2550 Console Cabin and it's equipped with a standard 197 gal. fuel capacity to get you out to the deep blue waters and back,

with plenty to spare. It checks in at approximately 3,000 lbs. dry, and power options include either straight outboard or outboard brackets, in addition to OMC Sea Drive. The second newcomer is the 2700 Offshore, and this is a dual console version of their famous 27 foot cuddy boat. This latest Pursuit features 27' x 10' dimensions, with a unique over/under V berth on the outboard version, and a 182 gal. fuel cell comes with the inboard gas power format. Both craft are designed with the patented Paraplane bottom and of course, the finishing detail is up to the usual high Slikkers quality.

Boston Whaler: According to Paul Foster, Director of Public Relations for this Massachusetts-based company, the news at Boston Whaler for 1987 is the new Temptation series of sport boats. Although these craft are not dyed-in-the-wool fishing machines per se, they are built on Whaler's proven offshore hulls, known for their dry, stable and comfortable ride. The Temptations come in 20, 22 and 25 foot lengths, and power options include the proprietary Whaler Drive bracket, Gil Brackets, OMC Sea Drive, or I/O. These boats are a good compromise for the occasional family fisherman who likes his comfort as well. All three models offer a spacious cabin, in addition to low, sweeping lines and a racy feel. The foam core method of construction is used throughout these Temptations and as



Boston Whaler Temptation

on all Boston Whalers, the boats typically carry up to 2½ times the flotation required to meet Coast Guard and marine industry standards.

Also new for '87 are the Super Sport Limiteds. The Whaler folks have taken their basic 13, 15 and 17 foot hulls and incorporated dual console units with plexiglass windshields for function, convenience and storage. These are constructed totally of fiberglass, and include a lockable stern cover for placing batteries and external gas tanks out of sight. The standard line-up of Whaler Revenge cuddies and Outrage center consoles remains relatively unchanged for this year. For anyone seriously considering a B/W center console, be on the lookout for a boat test in the "Boats for Anglers" column for the 18 Outrage in the next few weeks.

Dusky: According to owner Bob Brown, Dusky Marine will make no major overhauls to their stable of fishing machines for this season. The product line of 17, 19, 20, 23, 25 and 26

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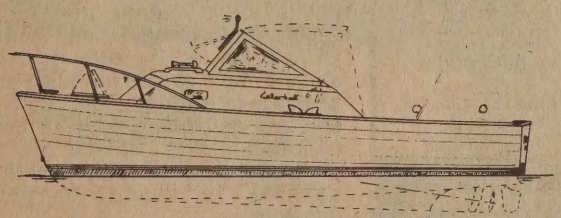
Columbia II FIBERGLASS SEA SKIFFS



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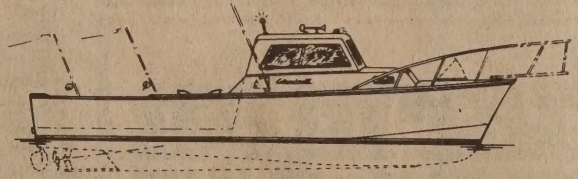

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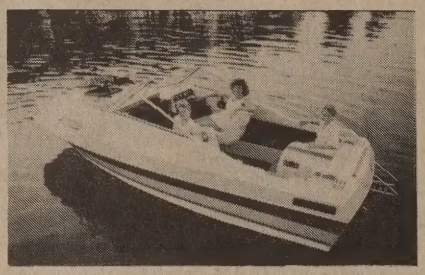

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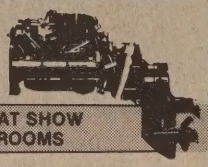

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foot center consoles and cuddy cabins remains relatively unchanged. These boats are built on a "semi custom" basis, and this is the only one of the 26 manufacturers in this 1987 review that allows customers to buy "factory direct," thereby affording the consumer to eliminate the dealer network and save thousands of dollars in the process. Of course, by going this route, warranty work becomes a creative process, especially if you're thousands of miles distant from the Dania, Florida plant, but some people think that it's worth the savings. Of interest for potential Dusky fans, Mr. Brown did mention that the 23 foot hull will be revised later this year to make it ride a little bit drier in sloppy sea conditions.

Sea Craft: Last season was a big year for this Florida based manufacturer, with the introduction of new 23 and 27 foot offshore platforms. For '87, they're staying pat with their standard lineup (with one minor exception), which includes an 18 foot center console; two versions of a 20 foot center console; their famous 23 foot hull in center console, full cuddy and walkaround cuddy formats; plus an open center console and a center console cabin version of their latest 27 foot hull. All of these fishing machines feature the patented Sea Craft Variable Deadrise Hull, which made the original 23 foot center console a legendary performer when it first exploded on the coastal scene in the early 70s. The 100 percent hand laid hulls, combined with seaworthy design and generous fuel capacities continue to amke these boats star performers, especially when the going gets tough.

When I called "Marge" down at the plant a few weeks ago, she did intimate that there was a new Sea Craft on the horizon planned for introduction later this year. As rumored in the 1986 "What's New" column, there is a 25 foot hull on the drawing boards, and we might see its unveiling as early as the late spring. This center console will be based on a wide body 8' 6" beam and should be a popular choice for those who ply the offshore canyons in search of pelagic gamesters.

Winner: This Dickson, Tennessee based company had been a familiar name in boating circles for a number of years, but due to financial problems in the late 70s, faded out of the marketplace. The company resurfaced back in August of 1982, when some former Hydra-Sports employees bought the company name and started to build bass boats and small runabouts. For 1987, the Winner folks are introducing their first blue water special: the 2280 Cuddy Sport.

This walkaround layout is built on the increasingly popular 8' 6" beam and is 22' 3" in length. It has a 120 gal. fuel cell, basic foam flotation, twin 40"x24"x14" fishboxes under the helm and passenger seats, 20 gal. rounded livewell aft and a convex vee hull that features 40 degree entry for-

ward and a 12 degree deadrise at the transom. Sales Manager Mark Momany mentioned that this Winner has no wood below the waterline and that the structure is supported by a unique fiberglass grillage stringer system that is so strong, it carries a seven year warranty. He also went on to mention that the hull is 100 percent hand laid fiberglass that is a full 10 layers (7xl.5 oz mat/3x24 oz. woven roving). This bruiser checks in at an even 3000 lbs. without power and takes 12 full working days to complete, so it appears that the folks from down Dixie way are attempting to build a serious competitor that's made the old-fashioned handcrafted way.

Robalo: The new model year will see most of the Robalo hulls from 18 to 26 feet unchanged from their 1986 format, with a few minor exceptions. According to Greg Weston, Director of Sales, this Florida builder has revised the deck layout of their popular 2660 cuddy cabin boat. This 26' x 8' 6" hull now sports a redesigned cabin interior with new galley, increased storage space, angled dashboard which improves forward visibility, larger twin 60"x12"x12" below-deck fish boxes and more. As with all Robalo hulls, this bruiser is 100 percent hand laid fiberglass with full level flotation, which is unusual for a boat of this size and weight. It certainly adds a degree of safety and confidence when venturing to the distant blue waters to know that your platform will measure up to even the most unforgiving of circumstances. Keep your eyes peeled for a product review of this hull by yours truly in the impending weeks in this magazine to find out what she can really do in December's cruel sea conditions.

Robalo 2663

Chaparral: These folks from down south are making no model changes to their fishing lineup for this season. Included in this group are a 19' 3" x 8' dual console layout, as well as a walk-around cuddy built on the same hull. A 47 gal. fuel tank is standard, as is foam flotation. Filling out the group are 21, 23 and 24 foot cuddy cabin craft. All feature generous fuel capacities, foam flotation and a three year hull warranty.

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★ELECTRONICS FOR 1987★

LCD RECORDERS

by Al Ristori

It seems most appropriate to kick off this series on new electronics with a discussion of what's new in liquid crystal display graphs. Actually, just about everything is new in LCDs. Humminbird turned the marine electronics industry upside down a couple of years ago by jumping in with these ultra-simple and relatively inexpensive products. Technology in the field has moved ahead so rapidly since then that those units now seem very primitive—and even the newest LCDs will surely be improved upon before the year is out.

As with the rest of this series, I'll be concentrating on what's new in electronics. This is based on what I saw at the American Fishing Tackle Manufacturers Association (AFTMA) Show in Dallas last summer and the many catalogs that have come across my desk since. Where I have had personal experience with a unit, I'll pass along that information; but most of the products described are so new that I haven't seen them in actual operation.

What is all this fuss about LCRs (liquid crystal recorders)? The liquid crystal display provides such great advantages that it will soon obsolete the paper chart recorder. The present units simply don't provide the detail you'll get from a top-notch chart recorder, but improvements are being made on an almost daily basis—and it's just a question of time before there will be LCR units that provide the same detail while eliminating the cost of graph paper and the breakdowns caused by moving parts. LCRs also have a big advantage over video units in that they're easy to read in direct sunlight.

How long will be it before LCRs are up to the standards of fine chart recorders? That's strictly a guessing game, but two or three years is probably a minimum. That leaves the angler in the market for a unit now in a quandary as to what to do. My personal feeling is that the serious angler should buy the best possible paper machine or color video, while the more casual fisherman will be well served by the simpler and less expensive LCR.

There are many factors that go into making a fine LCR, video or chart recorder. In terms of detail, the lines of information are critical. Fine chart recorders are best in this area. The Lowrance X-16, which I've used for two years on my Mako 25 Sheri-Berri, provides 1000 lines of information, making it easy to distinguish larger fish from bait. Video units must be larger than that four inch size to provide similar information. In the case of LCRs, it's the pixel count which determines the degree of detail.

Pixels are tiny squares on the LCR which light up to indicate what you're seeing underwater. The number of pixels in a vertical line is a prime determining factor in the quality of your picture. At present, the best units only appear to have about one-fifth of what you get in a chart recorder like the X-16.

The very basic LCR units of a couple of years ago are now much more accurate due to zoom features that enable you to zero in on the area you're most interested in. As an example, Lowrance notes that each pixel dot on their X-4 on the 0 to 80 foot range represents one foot. However, by zooming to a 70 to 80 foot range each pixel dot represents a mere 1½ inches.

Now let's take a look at what's new in LCR units:

Lowrance: The new X-5 is reputed to have the highest vertical pixel count in the industry: 192. The variable zoom operates in one-foot increments with a 10 foot minimum segment or "window." Just turn it on and the microcomputer does the rest, automatically selecting upper and lower range limits, digitally displaying bottom depth, adjusting sensitivity and chart speed and activating first-level discrimination. In addition, there's a digital temperature gauge and speedometer readout. This is a sophisticated unit with Grayline, 3,000 watts of peak-to-peak power (375 watts RMS), a depth display range to 6500 feet and a one year full warranty. Like all Lowrance units, it's completely waterproof. Due to a delay in receiving microcomputer chips, Lowrance has not been able to fill all orders for the X-5. However, they expect to be in full production by this time.

The X-4 has 82 pixels vertically and a similar zoom feature. It features 600

Lowrance X5

watts of peak-to-peak power (75 watts RMS) and displays depth to 999 feet. The X-4 is less expensive, but still has automatic or manual control, multiple alarm systems, complete waterproofing and the one year full warranty.

Eagle: This division of Lowrance produces similar units with fewer features and at a somewhat lower price, but the quality is exactly the same. Topping the line is the Z-7000 with 192 pixels in a vertical line plus Grayline. Multiple depth ranges are available from 0-10 to 0-1000 feet, and there are eight zoom windows. You also get digital bottom readout, water temperature, speed and distance. The Z-7000 provides 2500 watts peak to peak (312.5 RMS) power.

The Z-6100 is an upgrade of last year's Z-6000. Multiple depth ranges go from 0-10 to 0-600 feet and there are seven zoom ranges. Other features include Auto Ranging and Zoom Bottom Track plus an advanced alarm system, digital bottom readout and automatic operation. Power is 500 watts peak to peak (62.5 RMS). An economy option is the Z-5000 with 400 watts of peak to peak (50 RMS) power. It has ranges from 0-10 to 0-400 feet plus six zoon ranges. Everything is automatic and you also get a digital bottom readout. The Z-6100 and Z-5000 also come in portable models.

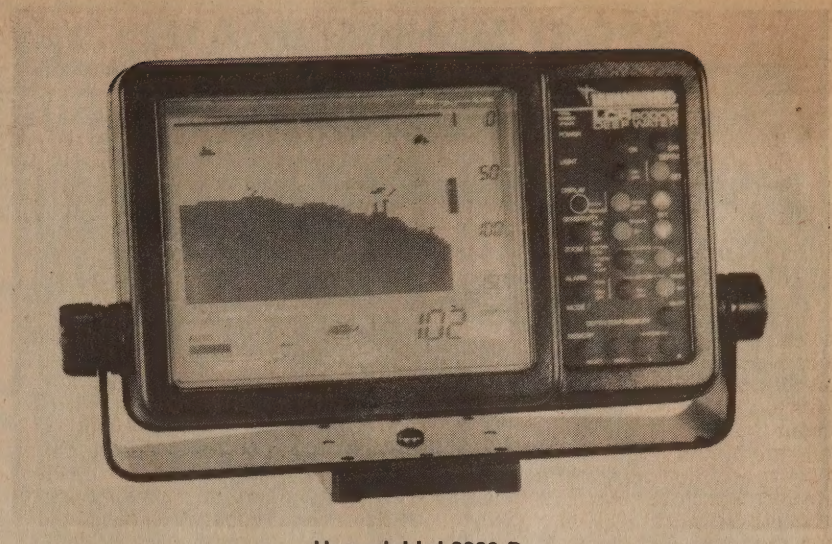
Humminbird: This is the company that broke the marketplace wide open for LCRs. Their latest innovation is the LCR 4 ID, which displays any fish at least three inches from the bottom in red. This unit also features Total Screen Update. When a function is changed (zoom, bottom-lock, depth range, tc.) the entire screen is immediately updated. The unit is automatic and there are such other features as digital bottom readout and optional surface temperature gauge. Depth scales range from 0-15 to 0-120 feet.

The LCR 8000 and 8000D provide a wide picture that is more like a chart recorder than an LCR. The four inch height is the same as others, but there is a six inch width rather than the standard two or three inches. There are five depth ranges from 0-15 to 0-240 feet on the 8000 and nine down to 1500 feet on the 8000D Deep Water. All the other top-grade Humminbird features are included and the temperature gauge is optional.

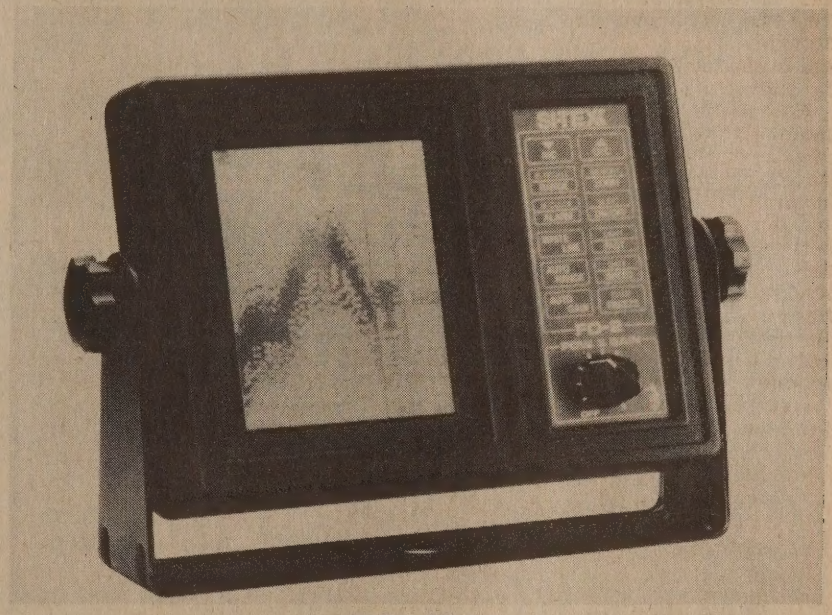
Back at the two inch width are the 4000 units. The LCR 4000 has four ranges from 0-15 to 0-120 feet, but there are also two Deep Water versions. The LCR 4000D has the standard kHz operating frequency and 16 degree trandsucer cone angle as the shallow water units, but has ranges from 0-30 to 0-480 feet. The LCR 4004D utilizes a 50 kHz operating frequency, as does the 8000D, with a 43 degree transducer cone angle. The LCR 3004 is an economical unit with four depth ranges from 0-15 to 0-120 feet. All Humminbird units carry a one year full warranty and are completely waterproof.

King: The 900 LCD Fishfinder has

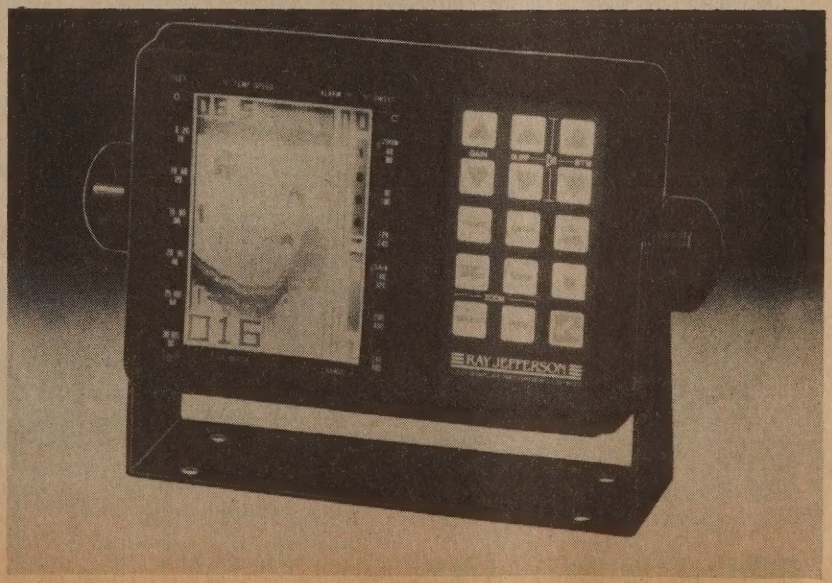
(Continued on next page.)



Humminbird 8000 D



SI-Tex FD 2



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813 pixels per square inch, a wide display, alarms, digital bottom depth, six key operation, 1600 watts peak power, white line and depth ranges of 0-20 to 0-360 feet. The 900 costs little more than a flasher, but features an LCD fish loupe display that shows you fish directly under your boat and their relative size.

Ray Jefferson: The LCD 500 has over 1100 pixels per square inch and five ranges from 0-30 to 0-480 feet. Features include zoom, automatic ranging, alarms and digital depth, boat speed and water temperature. Complete with a three function tri-transducer, the list price is $499.95.

Si-Tex: The FD-2 is a white line LCR with 12 ranges from 0-20 to 0-600 feet. In addition, there's automatic bottom tracking, automatic gain control, scale expansion, audible alarm, eight picture memory, data memory, picture scroll, picture freeze and fast tracking. The zoom key will give a twice-up or four-up view of any selected area of any range you've on. The power output is 800 watts peak to peak (100 watts RMS).

Micronar: The freshwater division of Si-Tex features the new M-450 Color LCD with four colors. For daytime use, strong echoes from the bottom are displayed in black; large fish or a school of fish are red; green displays indicate bait fish, weeds or thermoclines; and yellow is a background color. These colors can be altered for night use. Eleven depth ranges get down to 320 feet, and there's a zoom feature plus digital display of depth, automatic range control, automatic gain control and sweep speed control. The M-470 is a white line LCD with auto ranging and a zoom mode.

Apelco: The XCD 240 provides 336 pixels per square inch and has five ranges from 0-15 to 0-240 feet or meters. With 480 watts of peak to peak power, it has digital depth and range readouts and alarms. The XCD 600 combines the LCD with a chart recorder. Thus you can use the LCD when you don't want to use up graph paper and go to the chart when greater detail is required. The XCD 600 will also print the LCD chart or nav-data on paper. Depth is provided in five ranges to 600 feet, fathoms or meters. There are 1280 pixels per square inch.

Aqua Meter: This famous compass manufacturer was one of the first to use LCD technology in this field, but their Graduate provides a flasher-type display instead of a chart. All of the other features are there, including digital display of depth, alarms and zoom. Eight depth ranges go from 0-12 to 0-800 feet. The list price is $359.95. A speedometer and surface water temperature gauge are optional.

Impulse: The Microtrac LCD has 1,795 pixels per square inch and 600 watts of peak power. There are six depth ranges of 0-20 to 0-480 feet plus 24 zoom ranges. This automatic unit is also available with an optional portable battery pack for portable use.

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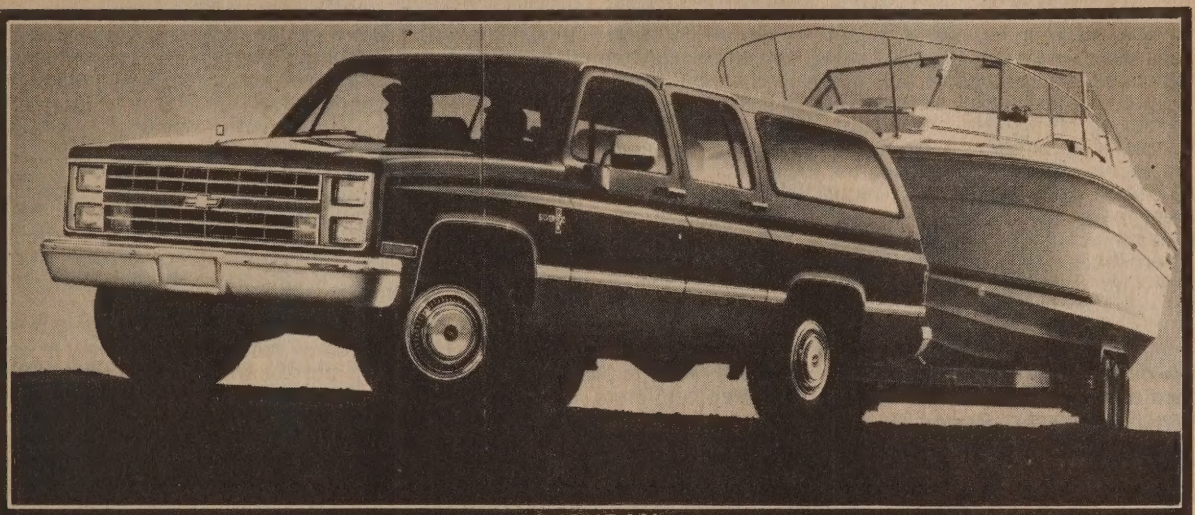

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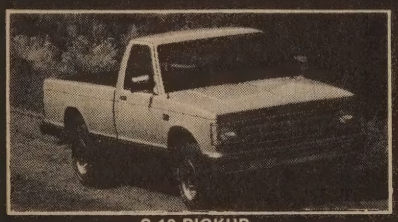
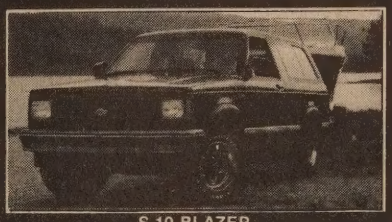


S-10 PICKUP

FULL SIZE BLAZER



S-10 BLAZER

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WINTER MAINTENANCE:
ROD CARE

by Boyd Pfeiffer

Fishing might be months away, with snow shovels, winter colds and fishless days between now and the first lure cast next spring, but your tackle deserves some TLC now if it is to perform well next spring. Rods might seem almost indestructible, but can be damaged in ways that will only surface in time—often when a big fish is misbehaving off the side of the boat.

Saltwater is particularly damaging to all tackle, rods included, so that early checks and minor repairs might prevent major repairs later. The best way to check out a rod is to first wash it down thoroughly, dry it and then check from one end to the other. Washing in warm sudsy water (I often take mine into the shower) works fine and will loosen and remove any dirt, scum or salt spray that might cover hidden damage.

Check each part of the rod for wear or damage. Some things to look for include:

Butt cap. Rubber mushroom butt caps will crack in time, but can be easily replaced just by slipping off the old and slipping on a new butt cap. Plastic butt caps that are glued on will have to be removed by cutting them off carefully with a sharp knife. Once removed, replace with the same kind or style using a good epoxy glue. If the replacement butt cap is smaller, use a rasp or file to dress down the bushing holding the butt cap. If the replacement butt cap is larger, use thread or cord to build up the bushing to properly fit the new butt cap.

Aluminum butt caps are seldom damaged, although corrosion can be a problem. Remove the corrosion with a metal polish and then coat the butt cap with a car polish. Since corrosion results when the anodized finish on the aluminum is broken (cut, gouged or scratched) there is no way to prevent a repeat of this, other than to carefully wash off such spots after each saltwater fishing trip.

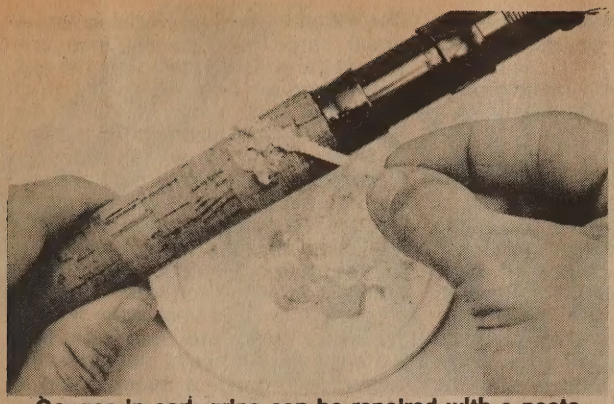
Damaged or split butt caps or gimbal knocks must be removed and replaced. To do this, tape the handle with masking tape or an old rag to protect it and heat the metal butt cap with an alcohol lamp or propane torch to break down the old glue. Use pliers or heavy gloves to remove the old butt cap and glue a new one in place with epoxy glue.

Grips and Handles. Grips and handles are made of wood, synthetic material (hypalon) and cork. Wood handles usually have a finish that can peel and blister in time. When this occurs, remove the old finish with furniture stripper or sandpaper and refinish with a good spar varnish or clear epoxy.

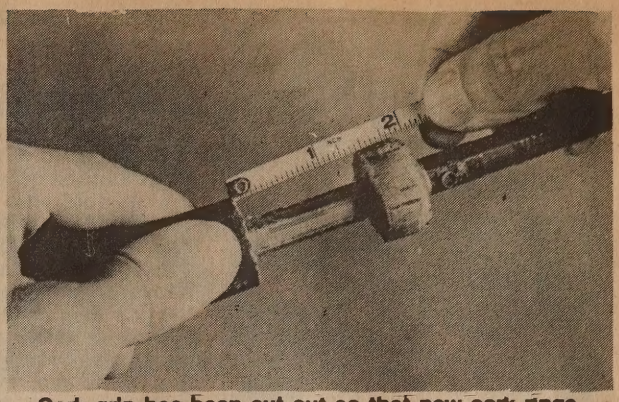
Hypalon grips are tough but can become smooth and slippery in time. To correct this, scrub the grip hard with a brush in sudsy warm water, rinse and dry. Cork grips can become chipped, gouged and even broken. Dirty or rough grips can be cleaned

(Continued on page 80.)

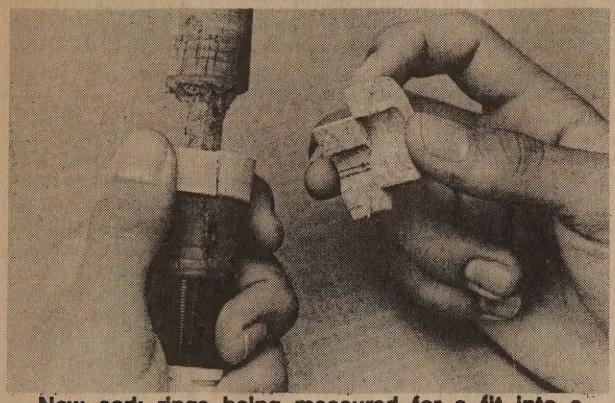
Reel seats can be scrubbed with a nylon scrubber or steel wool pad to remove corrosion and grime.



Gouges in cork grips can be repaired with a paste mixture of cork dust and glue as outlined in the text.

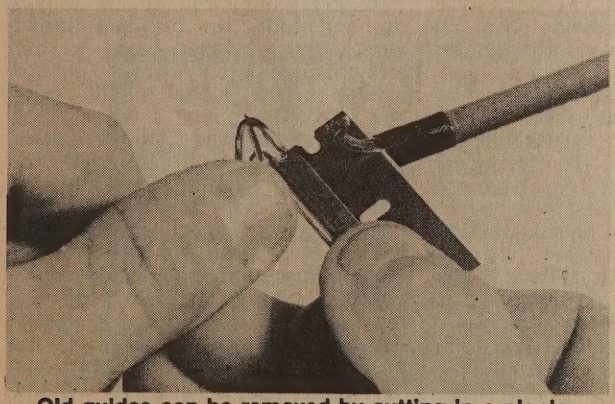


Cork grip has been cut out so that new cork rings, cut in half, can be installed.

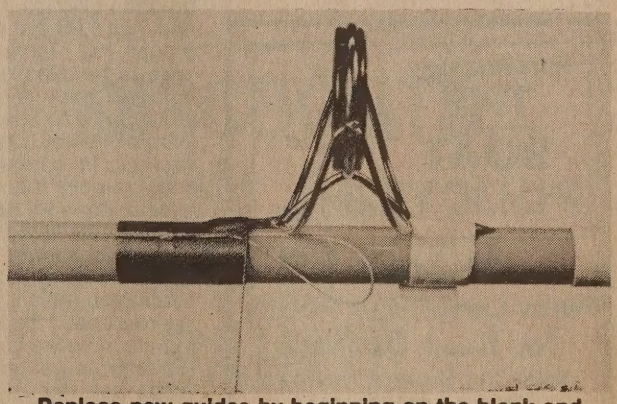


New cork rings being measured for a fit into a damaged grip before being glued in place.

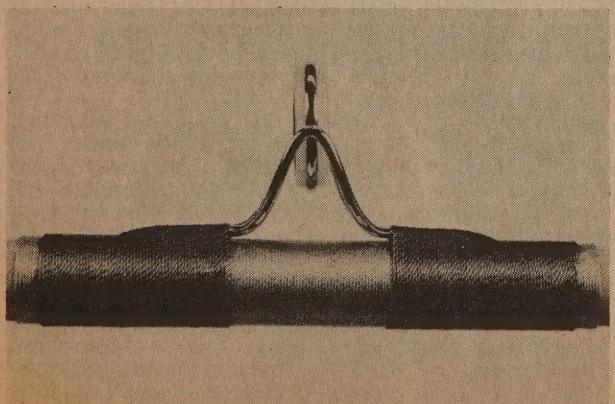
Grooved guides and tiptops like this will rapidly wear line and should be replaced each season.



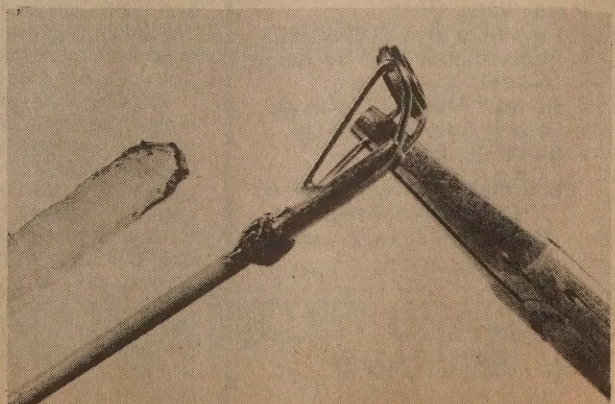
Old guides can be removed by cutting in a planing action through wrap and then peeling it off.



Replace new guides by beginning on the blank and wrapping up to the frame.



Example of completed wrap before finishing with Flex Coat epoxy.



Damaged or grooved tiptops are easy to replace. Use five minute epoxy or heat set cement.

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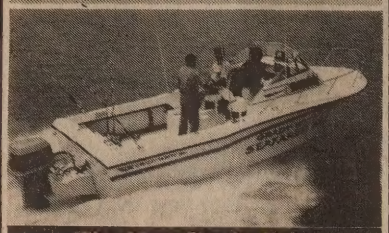

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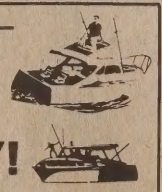

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easily by rubbing with fine sandpaper or cleaning with a powder kitchen cleanser.

Repair gouges by mixing up ground cork (make this cork dust by rasping a wine cork) with white (Elmer's or Borden's glue) to make a thick paste. Clean out the gouged area and press the mixture into place, leaving it slightly above the surface of the grip to cure. When cured, use a file and subsequently finer grades of sand paper to bring the repair area back to the grip diameter.

Broken corks can be removed and replaced without removing the whole grip. To do this, first remove all of the broken area and file the edges square, leaving a gap for the new cork rings. This gap must be in 1/2 inch increments (1/2, 1, 1½, 2 inches, etc.) since all cork rings are 1/2 inch thick.

Take the new replacement cork rings and cut them in half so that you have two half round corks for each ring. Rasp the hole in the ring to fit the blank diameter. Spread epoxy glue on the exposed rod blank, on the flat sides, hole and cut surfaces of each cork ring half. Place the two halves together around the blank, doing this with each cork ring to fill up the gap. Wipe off any excess glue and tape in place until cured. Once cured, rasp, file and sandpaper the rings to the size of the original cork grip.

Reel seats. Reel seats are made of graphite fill, anodized aluminum and chrome plated brass. Those of graphite fill such as the Fenwick style and Fuji FPS are corrosion proof, although the stainless steel hoods do have to be checked. Anodized aluminum reel seats once scratched will be susceptible to corrosion in saltwater. Chrome plated brass is also not impervious to corrosion. To check reel seats remove the reel if you have not already done so. Keeping reels on reel seats is one way that galvanic action (electrical current between two dissimilar metals) begins to destroy the coating on reels and reel seats. Scrub the reel seat with a soapy brush, turning the movable hood from one end to the other to get under all the threads. Rinse and dry and spray with a demoisturizing agent.

Guides and guide wraps. Guides and guide wraps should be checked carefully to prevent cracked guides from destroying line and loose wraps from causing lost guides.

Check guide frames for any bending or damage. Use small flat nose pliers to return the frames to the original shape. Check the guides for grooving (metal wire ring or white ceramic guides) or cracking (aluminum oxide, carboloy and silicon carbide guides). The best way to do this is first with a powerful magnifying glass (after cleaning the guide area) and then by running a stocking or cotton ball through the guide. Any crack will grab the fibers in the stocking or cotton ball.

If a guide is cracked or grooved, it must be replaced. Replace the guide by cutting off the old wrap, using a new double edge razor blade like a small carpenter's plane. Once one part of the wrap is planed off, the rest of the wrap can be easily peeled off of the blank. Use a new guide of the same shape and size and file the end of the feet. This allows for a smooth transition of the thread from the blank up onto the guide foot without gaps.

Tape the guide in place,using thin (1/4 inch) masking tape, leaving the end of the foot exposed. To wrap the guide, you will need rod wrapping threads (A for light freshwater rods; D for heavy freshwater and light saltwater and E for heavy saltwater and heavy surf rods), a teacup and a phone book. Place the thread in the teacup (to keep it from rolling), run it through two sheets of new typing paper in the center of the phone book and begin the wrap. Add more books on top of the phone book for more thread tension.

Begin by wrapping the thread around the blank the same spot as the previous wrap. Cross over the thread and make several turns to hold it in place. Clip any excess and wrap the thread tightly and closely around the blank, up onto the guide foot (remove the tape at this point) and to within 6 to 8 turns of the end of the frame. At this point, wrap over a loop of thread, with the loop pointing to the center of the guide. Wrap over this loop 6 to 8 times to the end of the frame, hold the wrap, cut the thread and place the end of the thread through the loop. Pull the loop to pull the end under the previous thread wraps. Use a razor blade to cut straight down into the wrap to cut the excess thread. Repeat for the opposite side of the guide.

Once all damaged guides are replaced, finish the wraps with an epoxy finish such as Flex-Coat. To preserve the color of the wrap, first use two coats of color preserver. Blot each coat and wait 24 hours after the second coat to use the epoxy finish.

Mix the epoxy finish in a small mixing cup or by using two syringes (supplied with the small Flex-Coat kits) for an exact mix. Stir thoroughly, but avoid introducing bubbles. Spread this mix out on a smooth surface. Aluminum foil works well, since it helps to dissipiate the heat build-up of the epoxy which hastens curing. Use a small disposable brush to coat each wrap, covering the wrap completely.

Once all the wraps are complete, turn the rod for several hours. This can be done every 15 minutes by hand (at each TV commercial), using a jury-rigged slow RPM barbecue motor, or special rod turning motors. In 24 hours the rod will be as good as new and ready for the next season.

Rods which have slightly worn or frayed guide wraps but undamaged guides should also be coated the same way, placing the new coat over the old. This will protect the guide wraps before they come loose to give the rod another season or two of use without completely rewrapping.

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TWENTY YEARS ON THE CAPE

Part One — *by Frank Daignault*

When we first laid eyes on Nauset Beach in 1963 we stood both in awe of its beauty and fear of its vastness. sudsy white bars broke on the outside flanked by blue trenches that acted as pathways for striped bass. Moreover, the further south we went the better and more compelling the structure seemed. But each mile of sand had a bitter price, then, when beach-buggying was done with whatever you could afford. Our rig was a 1947 International walk-in van, a converted bread truck that cost us $200 before we put appliances and an engine in. Four wheel drive? Forget it. There was one guy on the whole beach with one and he paid on it for so long that he never had another.

The stuff that most of us used then was so bad that you had to be a mechanic to fish the beach: guys used to rip a tire apart by driving over it with another buggy to break the bead, then rip it apart on a wool blanket to get the tube out for patching. We would have liked tubeless tires, but fairy-lore of the time was that if you aired out a tubeless you would have four flats, which was what you could have in a weekend anyway. Rigs would often overheat, or, tire pressures would unaccountably build up from the hot sand causing us to lose traction. We got stuck. Driving Pleasant Bay's flats was a good way to escape all that if the tide was low, but you had to know what part to avoid or your rig would be lost to mud, then tide. One night, when we cut for the back to find the Bay, we got lost in a little village of shacks in the dunes and went in circles all night in the fog. Another time we found the Bay but I lost my nerve, what with a coming tide, and drove on the tipped edge of the sand, where the dead bay grass builds up on the high-water mark. After awhile, the truck stalled. First, I thought my clutch was gone, a thing I kind of feared because I don't do clutches. What had happened was the dead grass had wrapped around my drive shaft and built up, adding to itself in a heavy, matted ball that was wedged against the ground. I spent two hours cutting the stuff away with a knife in the dark while the sand fleas and midges gnawed a line around my waist and ankles. By the time we were again mobile water was breaking at the door and my poor wife was exhausted from trying to comfort our four small children. We slept in a 15 degree list, blocking the bay trail and had lost half our weekend of striper fishing.

If you wanted to catch stripers you had to go to the end and getting there was a curse. Admittedly, that first year we got better at it, often the kids pushing with all they had in their pajamas; or, we would drop a couple more pounds of air to make that Friday night sweat to the Inlet.

During a vacation we had taken fish off in the early morning and by the time we got back the late July sun was high, the temperature in the 90s. I had warned the kids about opening the back window of the buggy. At low speeds, the CO from the truck exhaust can invade the living quarters. But the heat that day was so oppressive that they cheated and cranked it open to relieve part of the misery of so many hours on the trail. When we got to Long Bar all of them bounded out in their bathing suits, as they always do, into the tepid waters behind the bar for a swim—all but one. My wife, Joyce, didn't want her to sleep in that heat and went back to rouse her. She was unconscious, overcome by the truck exhaust. Our Sandra, our baby, a twin, last by three minutes, was breathing shallow, eyes rolled back, clammy. We put a cold towel on her forehead, I holding her four-year-old limp form into a whisper of sou'west, all of us praying while her wispy blond hair danced in the life-giving air. The others knew there was something wrong and began to cry; we all thought that Sandra was going to die. As long as I live I will never forget the fear that we all felt and haven't even been able to talk about it until now. After ten minutes, she opened her eyes, cried, drank some Kool Aid, and went swimming with the gang—knee deep! (Sandra is a Lieutenant in the Coast Guard today.)

I tell these stories to give you a notion of how ill-equipped and young we were then. There were no magazine articles about how and where to catch stripers to speak of. We went where we did because of hearsay, spurred by the adventure that catching bass promised. We had worn out equipment that we didn't know how to use because it was all we could afford. We were young and poor, burdened (and blessed) by a family; I was 26 and Joyce was 23. There was much for us to learn and, having nearly lost Sandra, we were beginning to realize it. But it would come to be that we would spend all our lives growing up together, the six of us, sometimes shivering from the wet and cold, sometimes rocking from a passing hurricane or nor'easter; or, we would soothe our hot bodies in the surf at all hours, in all forms of attire, either from the heat of the day or the sweat of catching stripers. The main thing is that we built an adventurous life for ourselves at a time when it could be done, when for us, it was needed because it was all that we could afford.

I had been tool making for ten years when the opportunity came for me to teach Industrial Arts. It was a chance to solve all my problems: the industry rewarded its better craftsmen with more overtime; I wanted to fish the beach with my family; and, I was convinced that I could make up the difference in pay by selling fish. In those days commercial fishing was an honorable vocation that had with it the same inexplicable pride that

farmers enjoy—being a food gatherer, a protein provider, for one's fellow man. Don't get me wrong; I was still looking out for number one. However, in this new found life I could play my brains out while bringing fish that were begging to be bought, to market. There were tons of bass, very much like it is today, small fish, as I used to keep track: 16 to the hundred; a hundred was a box. The only real difference between then and now with the fish was the legal limit. Then, there were no fish under 16 inches and very few over 30. If we had the old law (not that I advocate it) we could make as great a poundage per night now. At any rate a good catch for one person was two boxes per night and you could usually keep that up for four nights out of seven. I say it that way because some nights, particularly the early morning tides, when high during daylight at both ends, the bass wouldn't come in; or, bad winds, gunk, or simplemindedness would cost you. Eight boxes per week at roughly a quarter per pound earned 30 percent more money than a fifth step teacher—decent money for play. But there was high adventure in paying the bills with your wits, back and jointed eel. Keep in mind this was 1965.

Every beach has its own accepted methods and for Nauset then it was to fish the bottom with sea worms. The regulars talked about the old days of fishing "point to point" with plugs, but when I found them they were sitting beside baited rods. We new, young turks experimented at the Inlet with Rapalas and later Rebels. It was

(Continued on next page.)

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a good place: plenty of current and nobody around. The first couple of years I had wormed plenty and we took fish. A lot can be said for the method. There was one golden night I recall with "Muff" Briere when he begged me to stay out on the bar, saying that the others would all chicken out and leave when it flooded, leaving the fish to us. On the way out Muff said, "See this bridge in the sand? Mark this with that buggy and hope the sonofabitch don't move it." The bar is kind of flat with a deep hole behind, a good four feet deeper, angling off from the shore. If you are way out you won't swim across; if close, you will drown closer to your buggy—except for the sand bridge we had marked. All the while the tide was coming we backed moving our sand spikes inland, until everybody else was gone, most of them warning us on the way off. Soon, there was no more dry sand for the worms and we stuffed them in our parkas, the sea breaking over the spikes and dousing the squidders. We had pulled our pairs of rods, two apiece, side by side, because they were becoming impossible to tend. Even then we both lost to hits because we were fighting fish. Muff cussed me out repeatedly for turning on my light to bait up even though my back was to the water. I stopped. There was a certain crescendo, heightening to the tide, that manifested itself in everything we did. The water shoved harder toward the back, fish resisted less, the worms were wetting in my parka and the rope stringer, getting heavier, would give me a vicious jerk every time a wave broke. Geesus, the fishing' was good!

I thought "Muffy" would never pass the word and when he did I was ready: "Kid, let's screw on out a here. Where's that light?" We found the bridge, so easily that I half wanted to go back on the bar for a couple more. Along with being one of those nights that you don't forget because of what you learn, and who has taught it to you, it was my first hundred dollar night and the first time I had ever, at the time, urinated in my waders. Not that I was afraid, we had just stayed too long. There were other worming adventures, but once I went full time, for awhile, I just plugged.

Bait fishing is too slow for anybody who is out for the buck. After sliding 40 cents worth of worms on the hook, you walk 200 feet, make the cast, half the worms splat in the suds behind you and while you are free spooling back to the spike the critters clean them off; then you wait a half-hour with two polished hooks out there working for you. With the plugs, the take comes to the hand and you always know that you are fishing. You don't have to keep plugs in buss-bedding and you don't have to worry about some animal lover letting them go in the back pond because Nature intended them to be free. Plugging, you can stick a fish, drag him up and

take another rod off the buggy. Even when all the rods are full, you can change lures on the oldest kill and keep going. Besides, Joyce and the kids all liked to plug and this was family operation.

Joyce didn't take many fish when the girls were small. In '67 Dickie, the oldest, was ten and beginning to hold his own. But by 1969, we had three girls throwing Rebels in the suds with Dickie, and Joyce had learned the trade. Good nights and I wouldn't make a cast as I had to be gillie to the other five, keeping the rods ready, retying, carving plugs out, packing fish in spare moments. Lord, how we hated the gosh-taked bluefish when they came through the rips cutting plugs off or forcing the girls to pull for nothing. The first years there were no bluefish and the taking of one was a special event marked by a ritualistic filleting and fish fry. Those we caught were small; I caught two 5 lbers. in all of 1966—the same day! Two years before Morgan came off the beach with one wrapped in a red bandana. But by late 60s the blues were coming somewhat better. I was going to say more about the distribution of labor in our by now highly commercial "sport fishing." My job was to drive and search with what was now a 9,000 lb. camper: a trailer, chassis mounted on a four-wheel pick-up. Joyce and I would cast the points and bars that looked to have promise, the kids asleep in the back. If and when we ran into bass one of us would pound on the side of the camper and they would all run out in the PJs and undies and cast like mad. We could have the four of them at battle stations before Mom's fish was beached. Two things: no lights and speed. If everybody got in, even if only for one striper apiece, before the school moved off we were in the chips. Sometimes, it would be a blitz lasting late into the night, often daybreak. When that happened Carol, our oldest daughter, would take over the kitchen serving hot sandwiches and cold drinks loaded with ice from the fish boxes. Sometimes we would lose the bass momentarily and Dick would go down and beach and Mom up, I staying with the truck to drive, the twins flanking me close. Three dots with the light, shielded by the source body, and I started the truck and picked up everybody. It didn't always work. One time at Chatham Inlet the night's fish came in short of the inlet to feed at what time we used to call the High Points. After that I never trusted them and used Dick to scout the High Points at the best point in the tide; he was in his low teens then and as competent as you could find for keeping stripers honest. Anyway he hit fish and he, seeing three silhouettes coming toward him, called "Get Dad." Three deer bounded off towards the dunes. Another time I was fast asleep in my bunk just after sunset stowing Zs for a late tide. Stripers were scheduled for 11:00. Susan and Sandra had been visiting friends about a mile east at Long Bar when they came back out of breath buzzing about Mr. Pine not being able to keep up with two rods. The girls, throwing plugs into a slack inlet, hooked up before Joyce could rouse me into my pants and short boots. By the time I got to the water Susan was 30 feet from the water with the rod and Sandra was rolling in the wash with a 42 lber. yelling, "Help me, Susan," an exercise that held as dire consequences for my girls as it did for the bass which I ended abruptly. That was one thing about the kids: they were always thinking about fish.

Something that the girls' fish brings to mind is that there were not that many real cows in the early days. We were in the Woonsocket Striper Club then and I had access to the records. On average, a bass in the low to mid-40s would take the surf trophy each season. Most often it was beat out by a 50 lber. from R.I. There had been a blitz with live mackerel in P-Town in the late 50s with many 60 lbers. falling; the late Charley Murat had beached a few 49 lbers. at Monomoy; but, aside from that occasional low 40, the Cape was mostly schoolies the years '63 through '71. Sizes, on average, were 5 to 8 with a good spread of teen fish. R.I. was monster territory—another story we'll do sometime.

Next issue: Off to P-Town—1970.

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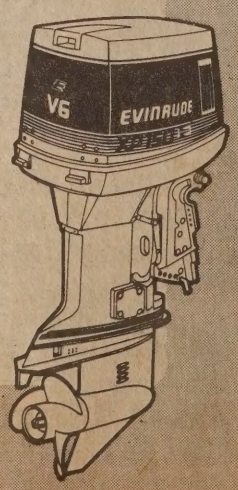

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A CHECKLIST FOR WINTER SHOW GOERS

by Art Michaels

Being properly prepared for boat and sport shows will enable you to get the most out of your investment.

I once saw a guy at a sport show perform a balancing act between watching where he was walking and juggling an increasingly unmanageable stack of materials he was collecting. He bent down, slowly and deliberatey reaching for another fishing tackle manufacturer's catalog, and SWOOSH! He dropped the whole pile and the glossy papered materials sailed away, disappearing under boats and displays.

This fisherman had the right idea—making the most of his sport show time and money—but not the know-how. Here are eight reminders on how to get the most for your sport show time and money.

1. Tote Bag: Bring a large one or some other container for catalogs, advertising information and product descriptions you'll collect. Seasoned sport show-goers who know they'll gather a ton of literature and perhaps some free samples bring large handled shopping bags, brief cases and day packs to lug around the mountains of materials they accumulate. Take no more than what you can use, especially when it comes to free samples, and at a few sport shows be prepared to have your packages and bags inspected by security personnel.

2. Notebook, pens and pencils: Jot down prices, and write other details you'll want to remember when you get home. Some exhibitors put out printed forms at their displays so that interested sportsmen can add their names to mailing lists. If you've ever tried to borrow a pen or pencil to write your name and address on such a list, especially when the show is crowded, you know how hard it can be.

3. Questions for exhibitors: Exhibitors are most often experienced professionals who would like to interest you in their products, but they can also provide you with useful fishing and boating advice and assistance.

If you need to consult with an exhibitor at length, perhaps because you're in the market for a major purchase, arrive at the display at a

A little planning can help you get the most out of the few hours you'll spend at a sport show and knowing how to reap the most from a show lets you spend your time happily and your money wisely.

convenient time for the exhibitor. Mornings are usually best. In this way he can take the time to talk with you without having to serve too many other customers. Then you can make an appointment with an exhibitor if you need more time.

4. Camera: You may want to record the details of product comparisons by photographing displays. Snapping a picture is quicker than taking detailed notes.

Even indoors, exhibits are often brightly lit, so use high speed film (ASA 1000-1600) without a flash. You don't need to carry the extra weight and bulk of a flash unit, and using available light lets you take pictures quickly and unobtrusively.

Photographing displays is particularly useful if you're in the market for a major purchase. At the sport show you will likely find many, if not all comparable items, so the pictures can help you remember the small details and the pluses and minuses about each product.

5. Advance ticket sales: If it's offered, this option can help you avoid the congestion often found at the doors and ticket counters of many sport shows. In addition, watch for show ads, discount coupons, and show specials in The Fisherman.

6. Comfortable footwear: You may not think that this aspect of showgoing is important, but you might after standing a few hours at a sport show where there are few places to sit and rest. In any case, be prepared for few resting places and all-day standing by wearing comfortable footwear. If you travel a long distance to attend a show and look forward to it every year, be sure your feet don't take the spunk right out of your attendance after only a short time.

Similarly, it's often inconvenient to check your coat during winter sport shows, so most attendees end up carrying their heavy winter outer wear through the whole show, or worse, wearing it when the heat in the exhibit area may be too high.

Consider leaving your heavy winter coat in the car. You may want to opt for a slightly chilly walk to and from your car, in favor of being comfortable and unencumbered during your stay.

7. Kids: My five-year-old loves sport shows, and we go to one or two. That's why I go twice to the ones I take him to: once for me, once for him. Don't try to shop seriously for major purchases with kids along. They need special attention at crowded shows, and they may tire and become bored quickly. When you take small children to sport shows, be sure you know the locations of rest rooms.

8. Unannounced, informal activities: Watch for these events, and get in on them. For instance, I once went to a sport show at which five charter boat captains gathered at a company's exhibit. Those sport showgoers who listened to the discussion admitted that they learned more about fishing in 15 minutes than they had learned by reading 15 books!

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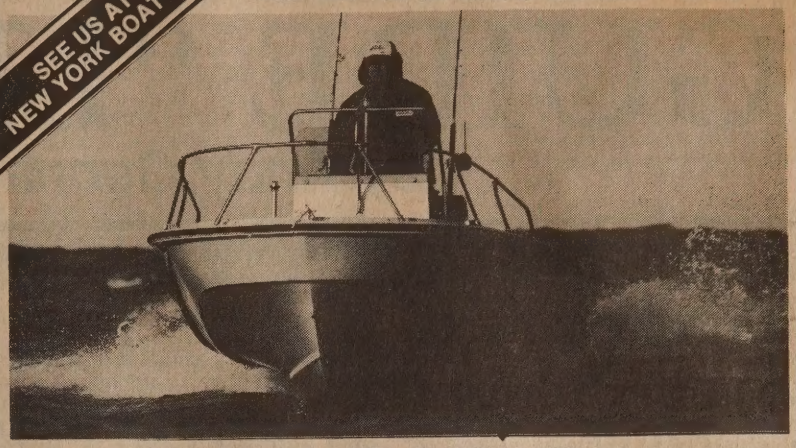

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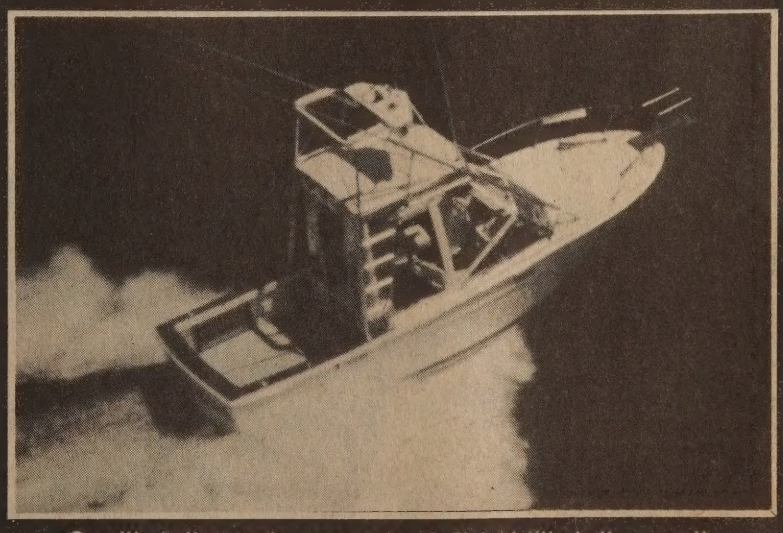

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GUIDE "LINES"

by Andy Gennaro

Here's the lowdown on that vital link between you and that trophy.

Having worked for two major tackle companies over the last 16 years, I've encountered my share of fishermen who experience line problems. A fisherman will spend all sorts of money and attention on the latest space-age rods and reels having all kinds of gadgets and features. However, he spends relatively little money or attention on his line, which is perhaps the most important part of his tackle. You can catch fish with nothing more than a hook and line—think about that!

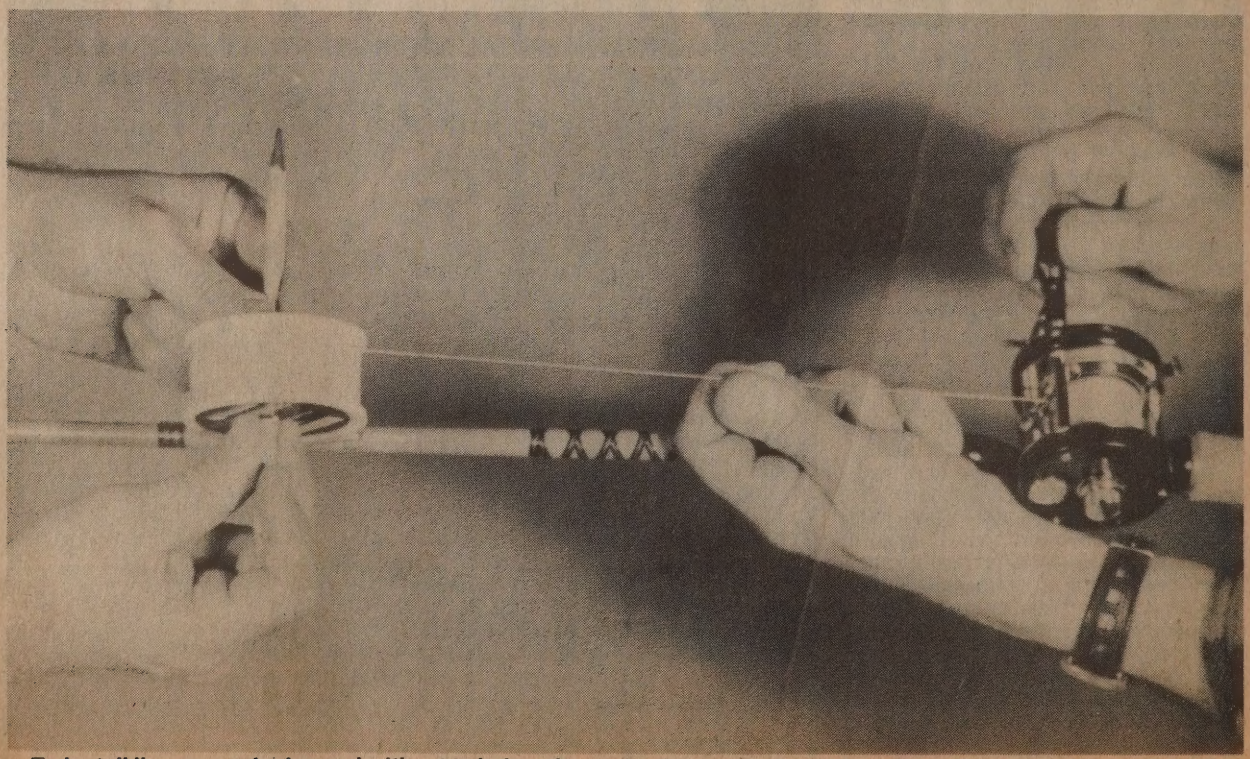
Line is one item of tackle you should never skimp on. The fisherman should always purchase a premium monofilament: the best he can afford. Firstly, a premium monofilament will have a consistent diameter. Labeled breaking strengths are usually based on the weakest portion of the line, which means that if the line is not made to precise standards, you could be fishing with a line having the diameter of 10 lb. test, which is labeled 8 lb. test, etc. A premium monofilament assures a consistent diameter for its labeled strength.

Secondly, a premium monofilament will lay neatly and compactly on the reel spool. This is not always the case with bargain basement line, which is often stiff and springy in nature, making it harder to control. However, even premium monofilament can become stiff, springy and difficult to control if it is not cared for properly. Never store your tackle on the rear window ledge of your car, in your trunk, or on a rack across the rear window of a pick-up truck. The exposure to heat and ultraviolet light will cause the monofilament to lose its moisture and chemically deteriorate. Coolness and darkness are the best conditions for storing monofilament.

When monofilament dries out, it usually takes the shape of the reel spool, a condition known as "spool set." The line looks like a long stretched-out coil spring. Initially, this problem will result in a loss of casting distance because of friction from these coils against the line guides on the rod and/or the level wind guide if you use baitcasting tackle. Once the line is in use, it reabsorbs the moisture it lost and it will once again become easier to control.

Having a consistent diameter throughout its entire length, purchasing premium monofilament assures you of consistent knot breaking strength. Of course, this is provided your knots are tied properly. If you don't take the time to tie good knots, even those tied in a premium grade of monofilament will be inconsistent. Use knots having a high rated breaking strength like the Trilene, Double Improved Clinch, Palomar, Uni and World's Fair knots. Wetting the knot as you tie it will lubricate the coils allowing them to seat properly.

Every monofilament line has a certain amount of stretch, which varies from one manufacturer to another. Lines having a lot of stretch usually have better knot strength, because the stretch factor acts like a shock absorber. The line you buy should have some stretch, but not so



To install line on a spinning reel without twisting, the packaging spool should face the reel spool and line spiral off the packaging spool and onto the reel spool in the same direction.

much that you are unable to set your hooks. Trial and error is the only way to find the line which is best for your needs.

It's no secret that the fisherman who uses a light line will get more strikes than one using a heavier line. However, the line should not be so light that it is impractical for your fishing conditions. It's also no secret that any knot you tie is a weak point in your light line. You can improve the strength of knots tied in light lines by adding a drop or two of Super Glue. This will literally weld the knot coils and prevent them from cutting into each other.

Speaking of light lines, knot strength and stretch, there is a new material out which appears to have a very practical application for those fishermen who like to take large fish on light lines. This new material is called Optima High Power Gum and it is available mail order from Fred Reeses Trout Shop, 1145 Allegheny Street, Jersey Shore, PA 17740. It looks like monofilament, but has elasticity to prevent knot failure from sudden surges, or a fish shaking its head. You tie 8 to 10 inches of it into your line of leader. I have seen 17 lb. steelhead taken on 3 pound test mono this past winter and hope it proves to be the solution to the many nice fish I lose due to breakoffs each season. If you like to, or must use light lines for big fish, you may want to try it.

As it's being used, a monofilament will lose strength because of wear to its surface which, in turn, reduces its diameter. Needless to say, the thinner the line's diameter, the less its breaking strength. Worn, broken or grooved line guides will accelerate surface wear, so check your guides periodically. Pay special attention to the tip-top guides on your rods as these can cause the most damage to your line. Rotating a cotton swab about the inner guide ring surfaces is a good way to check them. If you see strands of cotton caught on the guide ring, the guide needs replacement.

You will probably never experience grooving from normal wear with the new aluminum oxide guides manufacturers are now using, however, their rings or inserts can easily become cracked from accident banging or squashing. A guide having a cracked insert will quickly abrade your line and should also be replaced. If your aluminum oxide guides look grooved, but aren't cracked, check them carefully with the aid of a magnifying glass. Chances are what you'll find is that some of the epoxy the manufacturer used on the windings found its way onto the guide ring. This epoxy grooves fairly easily and causes line abrasion. It usually can be scraped off with a knife blade.

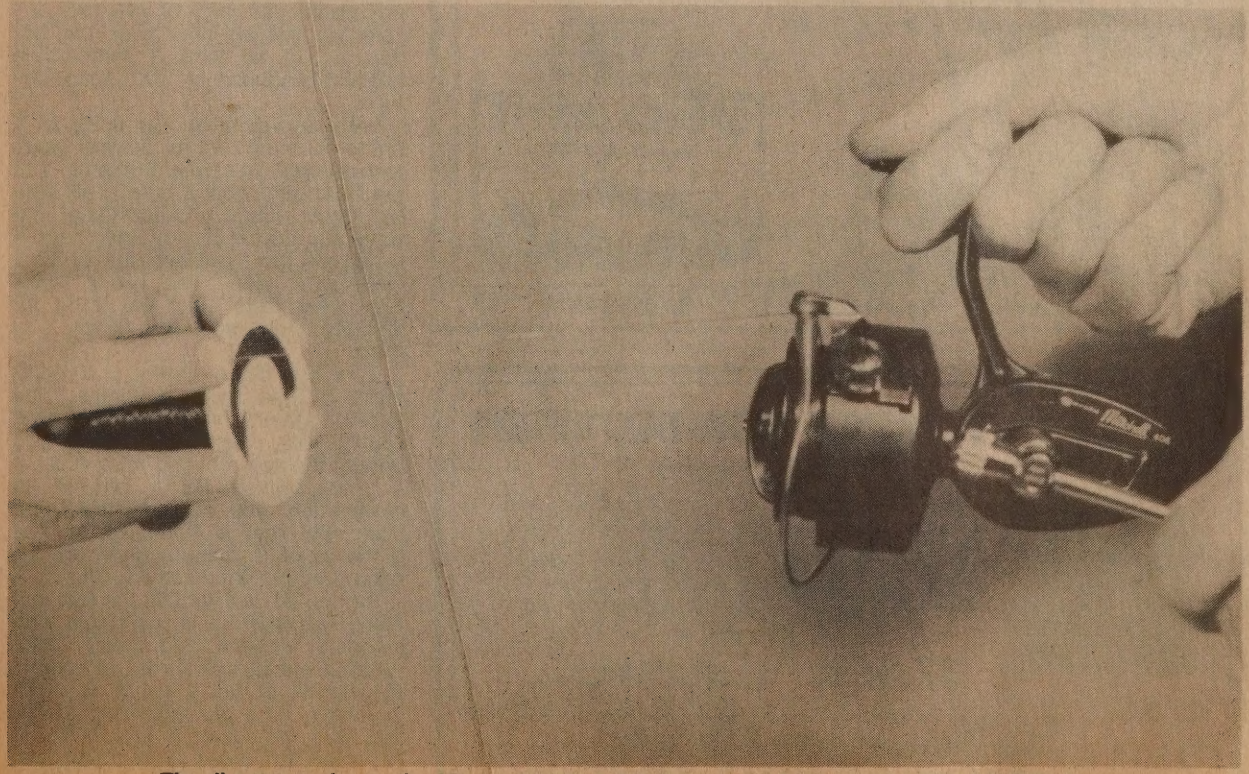
The roller line guide on your spinning reel should also be checked for grooving. If you neglect to keep this part clean and lubricated, it won't turn freely under load, which, in turn, will cause it to groove. Saltwater fishermen should be conscious of salt build-up here which can literally cement the roller line guide and keep it from turning. Needless to say, the right angle pull of your line over a grooved, stationary roller, can do a lot of damage to its surface.

Your line should be replaced **at least** once a year, preferably at the beginning of the new fishing season. If you fish hard and often, you should replace your line more frequently. The average fisherman rarely uses all of the line his reel spool holds; therefore, it's less costly to only replace the line in the upper half. Strip off your old line down to the halfway point and Blood Knot you new line onto this backing. Always try to purchase fresh line, as old stock may not have been stored properly.

Keep your reel spools filled to within 1/16" of the spool flange lip of freshwater size reels and to within 1/8" on saltwater reels. This is usually the point where the spool flange begins tapering. Doing so will assure you casting ease as an underfilled spool requires more effort to achieve distance. Using an excessive amount of casting effort can swing the handle or rotor of a spinning reel, causing the bail to trip, which, in turn will abort your cast. Besides enabling you to achieve more distance, and reducing casting effort, a full spool of line assures you of the fastest retrieve speed.

Line twist is the fisherman's worst enemy, therefore, this is an important consideration when filling reel spools. With revolving spool reels, simply have someone stick a pencil through the hole in the packaging spools, and hold both ends of the pencil. This will serve as an axle for the packaging spools while you turn the reel handle and wind line onto the reel spool. Known as the direct transfer method, your reel spool will be filled without twisting. Squeezing the line between your thumb and forefinger will assure

(Continued on next page.)



The direct transfer method is used to install line on a revolving spool without twisting.

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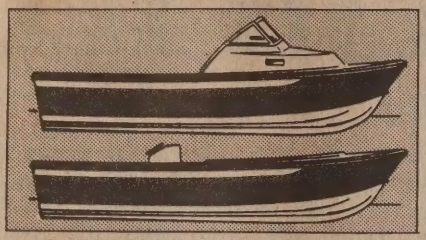

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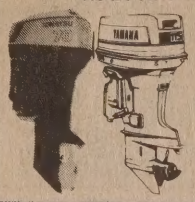

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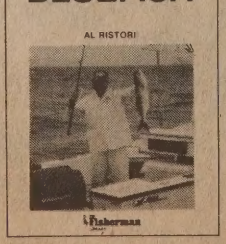

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a neatly and compactly wound reel spool.

With spinning reels, line should be installed as shown on the illustration accompanying this article. Basically, the packaging spools should face the reel spool and line should spiral off of them, and wind onto the reel spool in the same direction the bail turns. You can check this by raising your arms and sighting from behind the reel. On almost all spinning reels, the bail turns in a counterclockwise direction as you sight from behind. Therefore, line must also spiral off the packaging spools in a counterclockwise direction.

When you purchase line it is free of twists. The line won't twist by itself, therefore, it is unfair to blame the line manufacturer. Although not 100 percent insurance against line twist, snap swivels can help and their use is recommended. If you do any trolling, your tackle dealer has offset lead trolling keels which are a great help in preventing twisting. If at all possible, try to select lures which do not revolve in the water.

Fishermen who use live minnows will find the circular swimming pattern of their baits will impart twisting. The use of a snap swivel may help some, however, there is nothing you can do to completely eliminate the problem.

It's also unfair to blame the manufacturer of a spinning reel for line twist. All spinning reels work on the same principle, and are mechanically similar. Manufacturers use different materials, have different manufacturing tolerances, and put different features on their spinning reels. However, the basic concept always remains the same. Therefore, there is no reason I can think of why the "Z" spinning reel will twist your line, but this is not so with a comparable product produced by "X" manufacturer.

Let's say you have been using an X brand spinning reel for several years with minimal line twist problems. You read about the new Z brand reel with its lighter weight and additional features and decide to buy one. Your X brand reel has a retrieve ratio of 3.5:1 while your new Z reel has a faster 5.2:1 gear ratio. Just the thing for working those spinners faster, you think.

Your first day of fishing is a nightmare of line twist problems. The tackle dealer machine-filled your spools with fresh line when you bought the new reel and you are using a snap swivel. By a process of elimination, you are convinced that your new reel is defective, or the products of Z manufacturer are no good. Let's look into this further.

Firstly, let us establish the fact that some line twisting is inevitable with spinners, spoons and many other types of subsurface lures, regardless of whether or not a swivel is used. Secondly, let's call attention to the fact that the faster a lure is being retrieved, the more likely it can turn in the water. The faster the retrieve

speed, the more the lure will turn, and the more twisting will be put into your line. In other words, what we have said is that you may have to slow down your retrieve when using some types of lures, or use lures which are made to withstand turning at high retrieve speeds.

Improper use of the drag can also be responsible for twisting. When you hook a fish, and hear the click of your drag, don't turn the handle until the fish tires and stops his run. If the pull on your line is greater than the drag setting, and you continue to turn the reel handle, the bail will go around but line will not actually be wound back onto the reel spool. Each time the bail makes a complete turn, one twist is put into your line. With the fast retrieve Z brand reel, this translates to 5.2 twists in your line for every turn of the handle. Keep turning the handle, and you have trouble!

Removing line twist is somewhat of a chore. The only thing which seems to work to a degree, is trolling the entire twisted length of line—minus swivels, hooks, sinkers and other terminal tackle—behind a fast moving motorboat. You can accomplish the same thing by standing on a bridge over a fast moving stream and letting your line trail in the current. The action of the water against the line will comb out a lot of the twisting in both cases.

As you cast with a spinning reel, you will notice that the lure, which is propelled by the springy catapulting action of the rod, pulls line off the reel spool as it sails through the air. Momentum remains in the line after the lure hits the water and additional coils may spring or balloon off. These loose coils can easily snag or snarl, unless tension is restored to the line. Do this by making your cast as usual, but as soon as your lure hits, raise your rod tip to remove slack as you turn the handle to close the bail and begin your retrieve.

Always match lure weights to the pound test line you are using. Casting very light lines, especially into the wind, has a tendency to loosen extra coils of line. This can also happen when using stiff, springy monofilament lines. For top casting distance and line control, it is very important that light lines be matched to lightweight lures. Your rod has a decal above the handle giving line and lure recommendations. To obtain top casting performance from the rod, match light lines to lighter lures in this spectrum, and vice versa.

Not taking steps to overcome the line's springy nature can result in a condition known as line dig-in. This is the result of tightly winding line over loosely wound underlying ones resulting in poor casting distance or erratic drag performance. This problem occurs with all types of tackle, however, it is especially common with spincasting reels because the cover doesn't allow the fisherman to continuously view his line spool.

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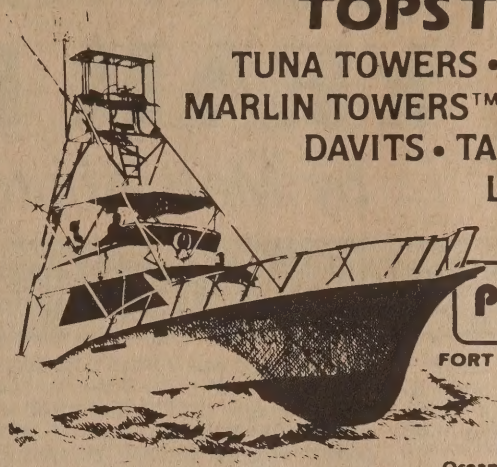

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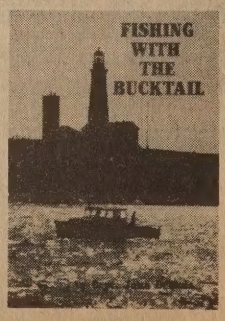

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STARTING THE NEW YEAR RIGHT

by Matt Ahern

Winter need not be a time of boredom for anglers. There is plenty to be done indoors.

How did you do fish-wise in 1986?

While I didn't get out as often as years past, I did find a bit of action here and there—and the fellows filled me in on what I missed.

Spring flounder action was fair: good some days, and poor on others. As for fluke, most action came from shorts and borderline fish. Fluke sharpies did have a ball during mid-summer. As for me, though, all I could manage was a three pounder. It was on that same day I set my hook into a monster blue that shocked me with its viciousness (lost it after several seconds when it bit through my fluke leader. Oh, well).

Weakfishing was spotty: fair in some areas and very poor in others. The offshore sea bass and porgies were in their usual haunts, and there was a marked improvement in sea bass action, with a good sprinkling of big humpbacks on the wrecks. Fall flounder fishing was so-so, but the excellent fall blackfishing took the sting out of that disappointment for many.

All in all, it was a fair year.

But before you sit back and relax and relive the better trips, I want to ask you something. Have you checked over your gear? I mean **really** looked it over? Well, if you haven't, now would be a good time to do so, for if you're anything like me, you have one gosh-awful mess in your tackle box, to say nothing of dried bits of skimmer and fish scales adhering to rods, reels, and foul weather gear.

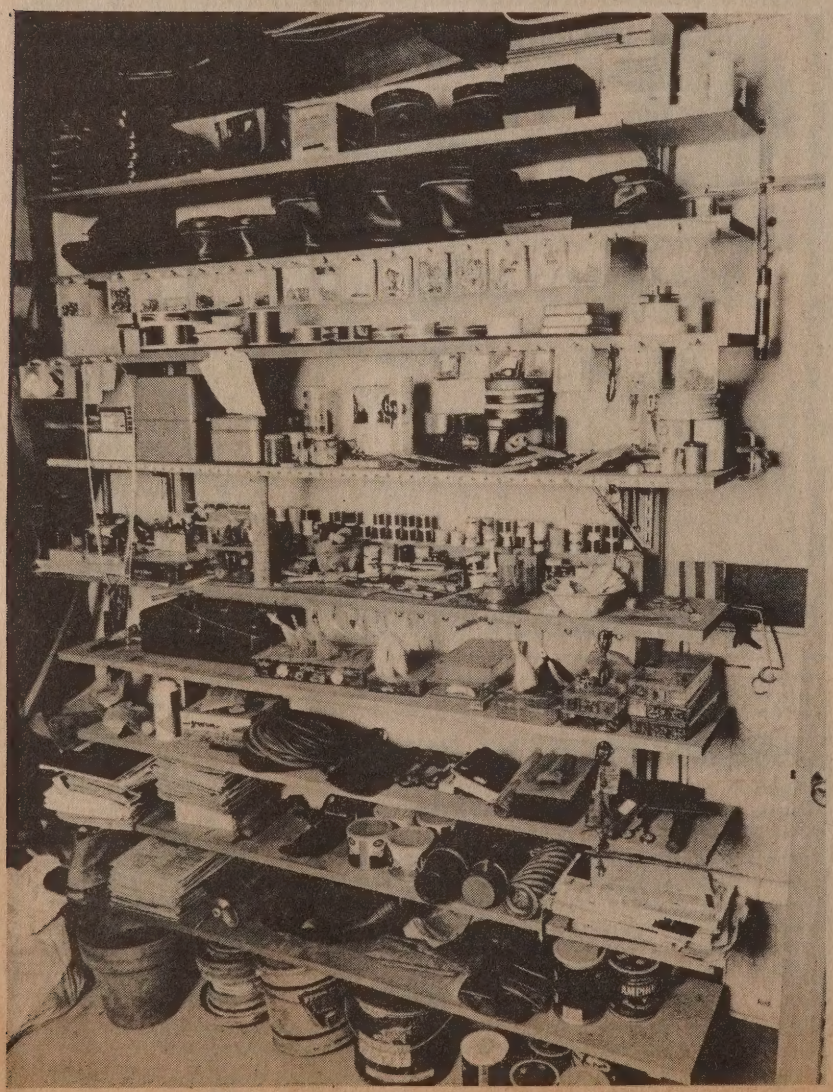
Clean it up! Start the New Year right.

Dump that tackle box right out on the table. Separate the wheat from the chaff. Have no mercy! If you have doubts about some of the terminal tackle lying there—throw it out! (Although if you're sentimental like me, you might want to squirrel away that bent hook you caught your largest cod on; things like that.)

Rust is the fisherman's greatest enemy. If your hooks show signs of this, get rid of them. Even the best hooks are cheap, therefore, don't lose a good fish because the hook point snapped due to a rust spot. Rust spots on hook snells? Out! I lost one of the biggest fluke I've ever seen because of this. It was years and years ago, but the thought of that fluke and my stupidity still rankles in my memory.

Should you have any of those silk-wrapped snells, don't trust them past the first year's use. In fact, I wouldn't trust them that far. They may look serviceable to the eye, but if they've been around for awhile, those wrappings are weak and may come apart at any time under the strain of an outsized fish: if you notice the wrappings are frayed, hesitate no longer. Throw them out!

Those fluke leaders may be okay, but if they're in twisted, unmanageable coils, I'd think about giving them the deep six. Nylon monofilament may be one of the greatest fishing aids in years for us fellows, but its one drawback is its "memory." Once allowed to set into a coil, or remain twisted for any length of time, fluke leaders become almost impossible to



Winter is a great time to get organized!

straighten. They're sure to cause a good deal of grief out on the fishing grounds. Waste no time on a leader that is kinked. You'll never get that weak spot out and it's bound to lead to disaster.

How about your snaps and swivels? If they're bent or refuse to turn freely, I'd think about putting in a fresh supply. Those small brass and stainless steel gadgets are often called upon to bear a tremendous strain, especially when fighting an outsized fish. Here, a word to the wise is certainly sufficient.

Now that you've got your terminal gear under control, it now becomes time to look upon your reel with a jaundiced eye. Your reel is a tribute to today's craftsmanship. When one thinks of the abuse given it by unthinking fishermen, it is surprising our reels work as well as they do. (And I include myself in this.) But like everything else, there eventually comes a point of no return.

If you've been giving your reel hard usage, carefully look it over. Perhaps all that is needed is a little lubrication and the tightening of a screw here and there. However, if you've occasionally noticed a bit of binding or bell-like sounds, get at the seat of the problem right now. If you feel you can't do it yourself, bring it to a tackle shop known to service your type reel. You can also send it off to the manufacturer or his repair agent which is listed along with the literature that came with your reel. (I'll bet you threw it away.)

If you decide to send your ailing reel off, don't wait until spring is here and expect to get it back in time for flounder fishing. Do it now, for right now is when reel companies can handle your sick reel efficiently and quickly, returning it to you in minimum time. Two months from now, everyone and his brother will be sending in their tired reels, therefore, you're going to wait a good, long time.

Perhaps you'll be lucky and find your reel in tip-top shape, needing no repair at all (lucky, lucky). Maybe all you'll need do is spool on a fresh monofilament line. Some fellows reverse their line and get another season or two out of it, which is okay if you can recall when you did that; better to buy a new line, though.

Depending upon the line's quality and how much it's been used, check it for nicks and other abrasions. Good quality line will withstand much of this, but if it has changed color or suffers loss of limpness, change it. A new, good quality line is cheap insurance, especially when miles away from the nearest tackle shop.

Your rod should carefully be gone over. Rewrap any loose windings, or have it done. Check the reel seat, the ferrule and tip-top guide for firmness. Ferrule cement will quickly repair this trouble. Sometimes all that is required is to heat the affected parts with a match.

Pay particular attention to the tip-top guide. Check it carefully for minute grooves (run a nylon stocking through the guide—if it snares, change it). Grooving is a sign of excessive wear from the hard monofilament line. (It also means you've caught a lot of fish over the years!) Some fellows replace the guide with one of carboloy. You may pay a few pennies more for one, but your guide troubles will be over. Carboloy is brittle, so don't drop your rod on a hard surface. If you do, the guide is likely to shatter.

And while you're at it, it won't hurt to check over your foul weather gear. Look for weak spots that may cause future tears due to the tough usage given this clothing. A good washing to remove bits of dried skimmer, bunker chum, fish scales and mummified worms seems like a good idea. And you know who will appreciate your thoughtfulness, too.

Last, but not least, wash out the tackle box with good, hot soapy water and dry thoroughly. Replace all the items you need with neatness in their own compartments. I can guarantee they will stay this way on your first trip—at least for five minutes.

Now that all this is done, you can relax and enjoy envisioning all those trips to come, knowing full well that come what may, you've started the New Year right.

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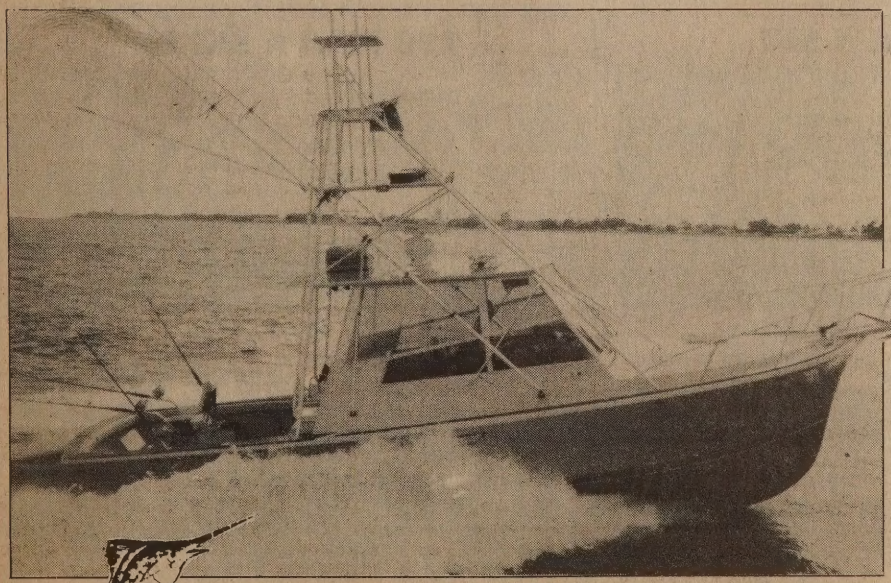

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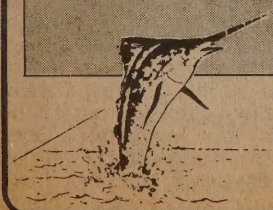

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SAFE AND QUICK LAUNCHING TIPS

by Art Michaels

The author offers some advice that should go a long way towards eliminating boat launching woes.

At a river ramp, I once watched a guy and his wife try to retrieve a boat on which the mooring line gracefully unraveled off the bow deck cleat with only the slightest pull. The guy, who wasn't wearing a PFD, promptly ran off the dock down the ramp right into the water to save his boat, which had begun drifting away in the current.

He did retrieve that boat, but for him, like some others, launching and retrieving is an ordeal, and getting in and out of the water quickly and safely is a hit-or-miss proposition.

Launching and retrieving shouldn't be that way. The well-being of our passengers is too vital; we have too much money invested in a rig, and often others are waiting to launch and retrieve. That's why we try to make launching quick, safe, and painless.

Here are ideas on launching and retrieving for novice trailer boatmen as well as seasoned anglers. Most of these procedures are mine, but you can adapt the most useful ideas to your system. All these procedures apply to my 16 foot aluminum center console boat with a 65 hp engine.

Remember that the goal at the launch ramp is to take care of business quickly and safely and in everybody's launching and retrieving there's always room for increased care and efficiency.

First, even before you drive your rig to a ramp, consider whether or not the area has ample rigging and derigging areas. The rigging area is where you prepare your boat for launching. The derigging area is the place where you get ready for the road again and tie the boat down securely. You'll find these areas at most ramps so that boaters don't have to get their boats ready right at the ramp. The biggest problem that using these areas solves is tying up the ramp.

Of course, if the launch area you use has no such places, you have to make do with the parking area.

At the rigging area, remove the tie-downs and load your gear into the boat. The rigging area is also the place where I put the winch crank handle back on the winch. I keep the winch handle in my car except when I'm launching and retrieving. This idea has two advantages. First, the winch handle could accidentally loosen the winch rope or cable while in transit and second, if you find it

(Continued on next page.)

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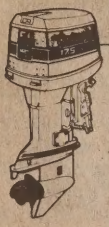

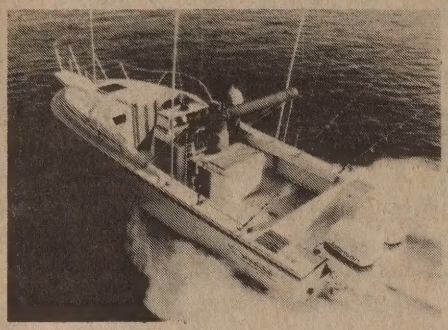

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missing when you're ready to retrieve your boat, you'll be in big trouble. Furthermore, at home I still leave it off. With kids playing in the yard, I don't want idle curious hands cranking my trailer winch and kids sticking their fingers in the gear teeth.

The next launch procedure I use at the rigging area is to be sure the boat plug is in. Always check, because if your boat's bilge is hidden by a deck, you could take on much water before you realize that the plug isn't in.

My trailer has submersible lights, but I still always disconnect the lights next as part of my rigging procedure.

Next I tilt the engine all the way up in the so-called trailering position. I drive on the road with the engine in its run position, but I place the tilt pin in the farthest position from the transom so that the engine has a little more than a foot of clearance from the road.

No matter how steep a ramp might be and no matter how deep the water might be right at a ramp, I always keep the engine way up until the boat is floating completely off the trailer at the dock. Depending on the load, I usually place the tilt pin in its closest position to the transom before I back the trailer into the water. I lower the engine to this run position as soon as I board.

After I check the plug and tilt the engine, I tie on bow and stern mooring lines. The lines get tied to the deck cleats on the side of the boat that faces the dock. Fenders (I use two) are placed over the gunwale just before I back the trailer into the water. My angling partners hold the mooring lines from the dock as I launch the craft.

Luckily, my trailer has rollers, so all that's required to get the boat in the water is to remove the bow clip and safety chain and nudge the boat in the water with a gentle push at the bow.

Retrieving the boat actually begins while you're heading in. Put away all equipment, or at least make certain everything is secured. When you know which side of the dock you'll use put out your fenders and tie on the mooring line again. One word of caution. Be sure you tie on mooring lines correctly. One way to accomplish this task is to form a loop in the line, the diameter of which is about the distance between the tip of your thumb and index finger when your hand is spread open. You may want to use a bowline for this purpose.

Another good way to make a loop in a line, especially in braided line like I use, is to make an eye splice. That's neater than using a bowline and it's easy to tie with 5/16 inch diameter braided poly rope. All you do is measure the line for the loop diameter and the length you want to run back through the line. Then you open a spot in the rope with a fid (to be honest, I used a pencil) and start working the line back through itself. To be on the safe side, I sent about 15 inches of line back through itself.

Now you have a loop in the cleat

end of your mooring line, made either with a splice or a bowline. From outside the boat, run the loop through the cleat's feet. Then wrap the loop from the inside around the cleat horns and pull the working end of the line tight in a direction away from the boat. Presto! Your mooring line is securely in place. Put the fenders over the gunwales next and you're ready to bring your boat in.

Do you use your boat cleats for both mooring lines and fenders for launching and retrieving? You shouldn't, because deck cleats, especially at the bow, aren't in the best spots for getting the most use from fenders. Only the mooring lines should be secured in the cleats. The fenders should be attached from inside or atop the gunwale by way of fender hooks, which are available in a variety of styles and sizes to match your boat. They should be placed somewhat more amidships than cleat, depending on your boat, to serve their purpose. Check marine supply stores and catalogs for fender hooks.

An alternative to fender hooks is to hang the fenders from deck rails.

In any case, as soon as I've maneuvered the boat next to the dock, one of my fishing partners jumps out onto the dock and holds the boat, tying on the mooring lines to cleats on the dock with appropriate lengths of line. This part is best accomplished with two figure-eight cleat hitches on each cleat. Then I tilt the motor high up again into the trailering position, make sure that all my electronics are turned off, take the ignition keys, and get the car. Someone always stays with the boat while I'm getting the car.

When I get back to my car, I put on knee-high rubber boots and drive the trailer down the ramp and into the water. For launching and retrieving, I usually drive the trailer into the water so that the trailer hubs remain just above water.

Then I walk the winch rope and scissor hook to the boat bow hook and secure this connection. I never walk on the trailer frame out to the boat bow. Too many people have been hurt that way. I've waltzed down some pretty slippery ramps to my boat bow, but that's still safer than doing a balancing act on the trailer frame. As a safety precaution, inspect your winch rope or cable each time you retrieve. If it shows signs of fraying, replace it without delay.

When the boat bow is lined up between the first few sets of rollers, I begin cranking the winch. I make sure the line coils evenly, and I position the line so that when the boat bow is cranked tightly, the line comes off the center of the drum.

The mooring lines then get tossed into the boat. But if I'm retrieving (or launching) in a river or where there's a strong current taking the boat stern upstream or downstream, I attach a long stern mooring line so that during retrieveal one of my partners can hold the boat in line with the trailer from the dock or from shore.

When the boat is on the trailer, I check to make sure it's on the rollers evenly. Very rarely has it been necessary to refloat the boat to bring it more evenly on the trailer rollers, but it does happen occasionally. This check is vital, though, so it's a regular part of my retrieval system.

The bow winch is cranked tight, the safety chain is attached and I drive immediately to the de-rigging area. Another useful safety note: never rely solely on your bow winch line. In addition to the winch line or cable, use a safety chain.

At the de-rigging area, I reconnect the trailer lights and test them. Then I climb into the boat and secure all gear that remains in the boat and put everything else out that goes in the car. To ready the engine for the road trip, I move the engine tilt pin to the farthest position from the transom, and lower the motor to this run position. The tie-downs then get put in place, and the whole rig gets a final check. I look to make sure that no gear was left on the ground around the boat or car, or on the boat deck. Then I hit the road.

Every boater wants to launch and retrieve his boat quickly, safely and efficiently. However, smart trailer boatmen continually search for ways to accomplish this task better and better.

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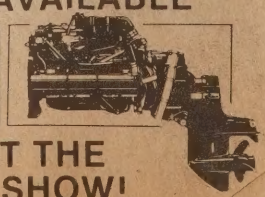

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THE TERMINAL END:

FLUKE RIGS

by Russ Wilson

Each season, millions of fluke fishermen spend thousands of dollars in an effort to find the ultimate fluke rig. There are literally hundreds of fluke rigs marketed throughout the northeast that are touted as being the best for catching these large summer flounder. And yet, each and every season someone comes up with a new and entirely unorthodox rig that is designed to separate fishermen from their dollars.

The summer flounder, **Paralichthys dentalus**, is a member of the Bothidae flatfish family, and as the Latin name implies, has an excellent set of dentures designed for catching and eating other fish.

Summer flounder, or fluke, are spread from Maine to the Carolinas and can be found in waters as shallow as only a foot or two or as deep as those found along the Continental Shelf.

Spawning occurs during winter or early spring with the young fish gradually drifting inshore and eventually inhabiting the coastal estuary systems. Growth is rapid during the first and second year of life and then slows in following years until the flatfish attains its maximum weight of approximately 20 to 25 pounds and a length of about three feet.

The average size fluke taken in local waters is about 1½ to 2½ lbs. Fish weighing 5 lbs. or larger are considered "doormats" because of their shape which becomes more rounded as the fish grow to maturity.

There is little doubt that the fluke is one of the most highly prized saltwater food fish. Fluke fillets command a high price in the marketplace and rightfully so, for the fine white flaky meat is delicately flavored and lends itself to any type of cooking.

As a rule, the summer flounder will invade coastal waters sometime after the first week of May, slightly later in the more northerly areas, and will remain inshore until water temperatures slump below 50 degrees in the fall. The actual time the flatfish arrive or depart is entirely dependent on water temperatures, but the May to October timetable is as good a gauge to follow as any.

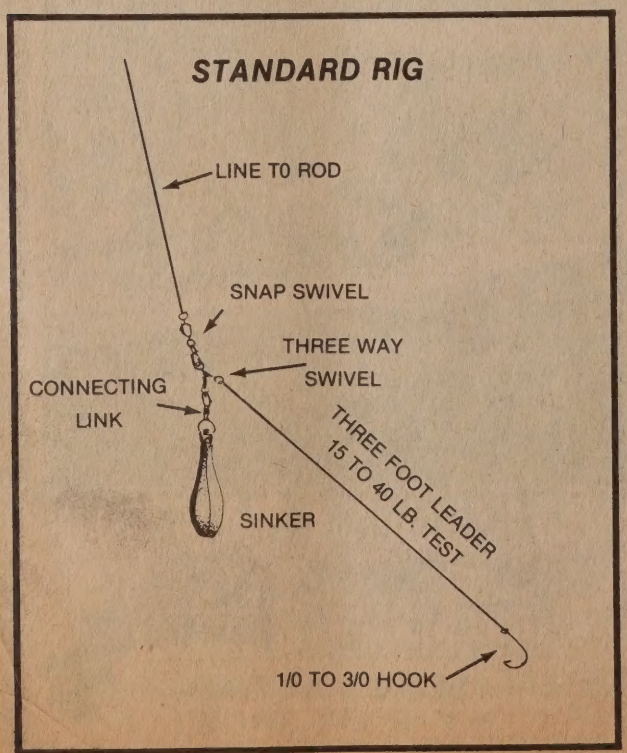
Fluke can be caught when using a variety of baits. As noted, they are predators and will actively seek live smelt, killifish, spearing, rainfish, squid, crabs, eels, smelt and smaller fluke or winter flounder.

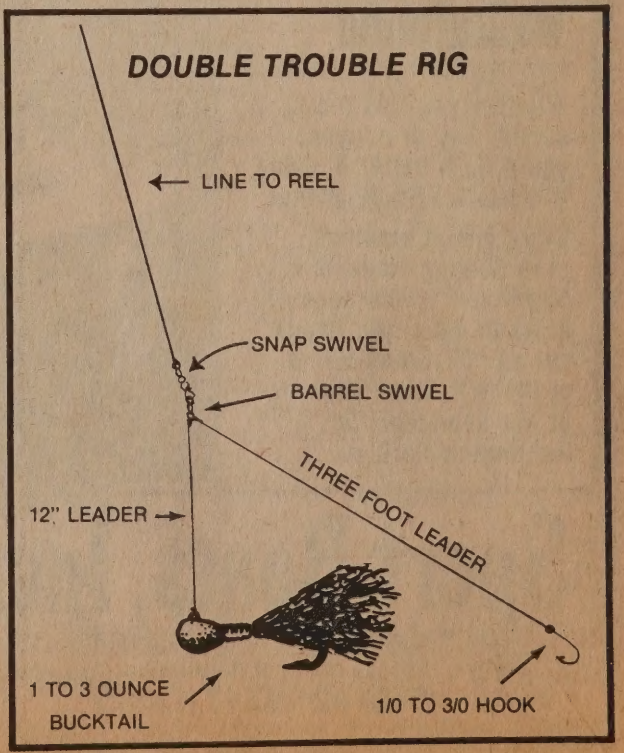
Often, a sandwich type offering will outcatch all others and many "experts" at fishing for fluke will use a sand eel and squid strip or a live killifish and squid or fluke belly strip in combination with deadly results.

As with any kind of fishing, experimentation is the key to success. You may find occasions when the fluke will ignore all of the usual tactics but jump all over something out of the ordinary. That's why it pays to always carry a selection of proven baits while still leaving room for the unusual.

A recent example brought this fact home. We had been jigging for blues and had no fluke bait on board when returning from offshore. Just before reaching the inlet we noted a miniature fleet of private boaters bunched up on a patch of high bottom and as we passed we watched several fluke being hoisted into the boats.

Quickly jury-rigging a couple of the jigging outfits to serve double duty as fluke rods, we sliced the belly from a blue and cut it into two slender fluke baits. Within moments we had a pair of 3 lb. fluke bouncing on the deck





and were busy with the fillet knife cutting more strips from our catch of blues.

On that day the bluefish strips proved to be much more effective than the usual strip of fluke belly or back, but more often, a belly or back strip cut from a fresh caught fluke is a deadly bait that will put fluke in the cooler with amazing regularity.

Because of their predatory nature, fluke prefer a moving bait. To get the desired drift you need wind, tide or power to push the boat along at a slow crawl. If fishing from shore, you must make the baits work by slowly retrieving line so the baits sort of walk across bottom, crossing the areas inhabited by the flatfish.

Not all terminal rigs are suited to this type of motion. A rig that is tied in close to the sinker is a prime example of what not to use when seeking fluke. Better still, try using a rig that is tied with a long leader so the bait can move about as it is dragged across bottom. The longer leader allows freedom of movement to the live baits and is, therefore, a much more effective fish attractor.

The rigs we've illustrated have been proven under fire through many years of usage and will catch fluke from the inshore shallows, estuaries and when probing deeper offshore lumps and ridges during the fall season when the summer flatfish are retracing their path off to the depths of the Continental Shelf.

Standard Fluke Rig: This rig is built around a three way swivel. A connecting link is attached to one eye of the three way and is used to hold the sinker. To the second eye connect, via a perfection knot or loop, a three foot leader of 15 to 40 pound test stiff leader material to which a 1/0 to 3/0 hook has been snelled. The remaining eye of the three way is to attach the rig to your line. This can be tied direct or used with a snap swivel to retard line twist.

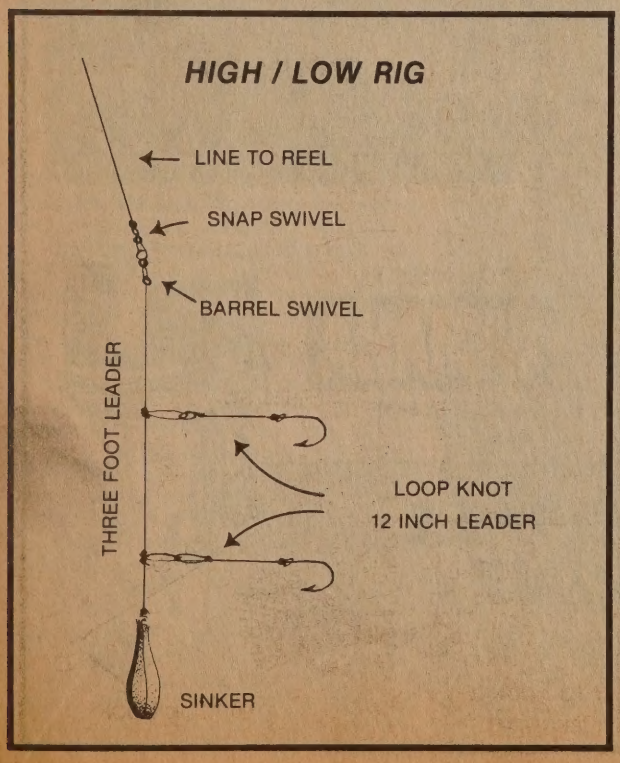
Double Trouble Rig: We often use a Double Trouble rig for catching fluke from the inshore shallows or when fishing the coastal rivers and bays where water depths seldom exceed 25 feet. This is a deadly rig during the early season when fluke are schooled up and are aggressive in their quest for food. We have taken many double headers with it when others did not catch even a single fluke. To tie the Double Trouble, you simply snell a regular fluke hook (1/0 to 3/0) onto a 3 foot section of 20 pound test stiff leader material leaving the end untied. Next, attach a 1 or 2 ounce bucktail to a short, 6 to 10 inch length of stiff leader material and attach a barrel swivel or a three way to the opposite end of the leader. Now, tie in your 3 foot leader to the barrel swivel. The bucktail serves as a sinker as well as a fish-catching lure and often you will catch fluke on both hooks; hence the name Double Trouble.

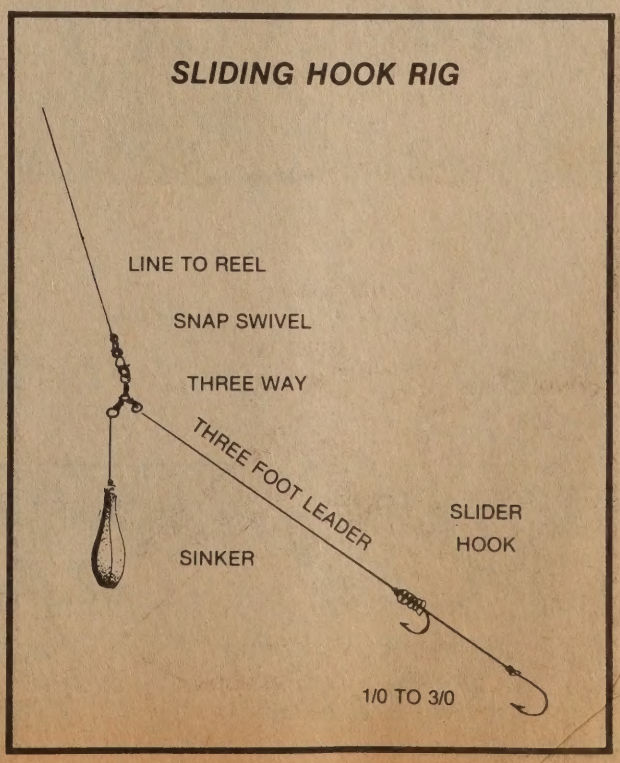
High/Low Fluke Rig: This type rig is very popular in the southern areas but has not gained wide acceptance in the more northerly waters. It is, however, a very effective terminal rig when fishing relatively shallow waters and offers the angler opportunity to use two different offerings at one time. Some fluke fishermen go to extremes when tying this rig. They use a three way swivel to connect the top hook and a second three way to attach the lower hook and the sinker. You can accomplish the same results by simply tying in a loop knot 1 foot above the bottom hook and use only a single three way to attach the lower hook and the connecting link that holds the sinker. At the top end of the rig you attach a ball bearing swivel, either to your running line or to the end of the leader to avoid twisting of the rig as the boat drifts.

Sliding Hook Rig: When seeking larger than average size flounder you may want to use big baits. A strip of fluke belly or squid measuring 10 to 12 inches is not too large for a doormat size fluke to swallow. But, unless you can rig the bait with two hooks you won't catch many of those bragging size fish. This rig is designed with big fish in mind and it is one of the most effective we've found for taking oversize doormats.

To tie the slider, you start off with the standard 3 foot leader and snell one hook to its end. Then, using a second piece of leader material and a slightly smaller hook, you make the slider by putting the leader through the eye of the second hook and sliding it down into position. With the second piece of leader material you make a snell around both the hook and the long leader, but do not tighten the snell completely. If you tighten the snell on the slider it will not slide easily and is then ineffective. By leaving the snell loose, you can move the second hook up or down the leader as desired to give the bait a straight appearance so it does not spin when retrieved or when pulled along by the drifting boat.

These are but a few of the many hundreds of fluke rigs currently being used by the professionals and pinhookers to take big fluke. Try them and see if your fluke scores do not improve also.





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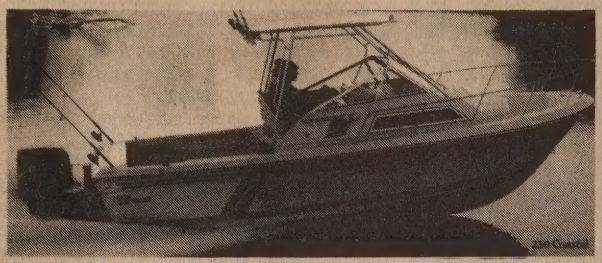

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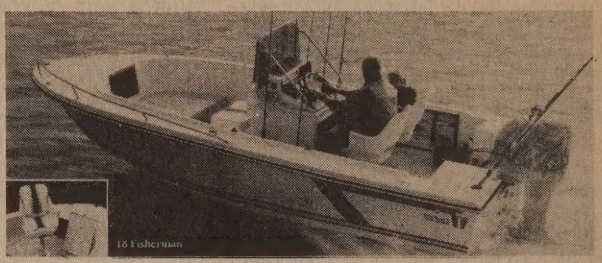

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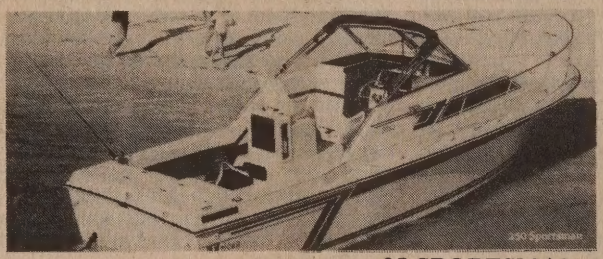

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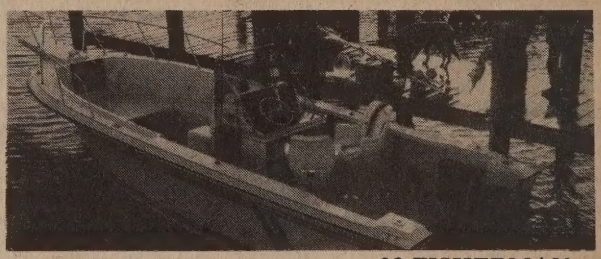

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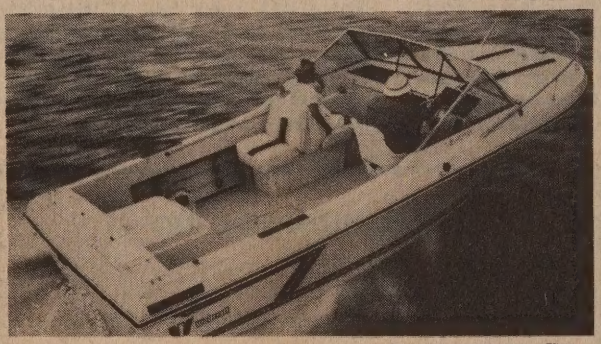

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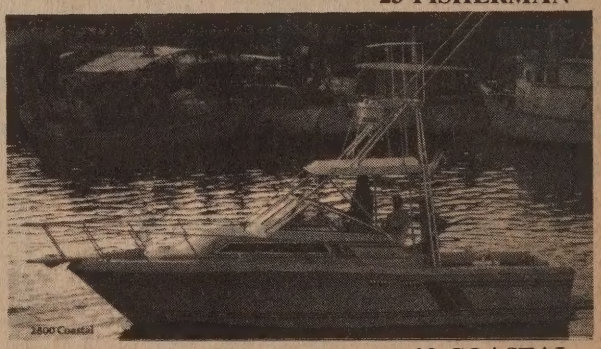

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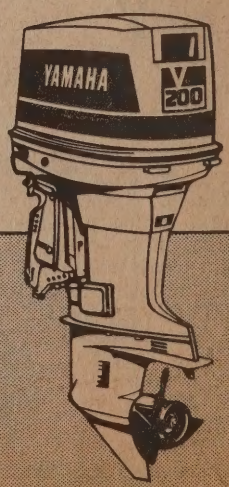

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FISHERMAN TRAVEL LOG:

A CALENDAR FOR WINTER FISHING

by Al Ristori

Saltwater fishing in the northeastern United States is as good as you'll find anywhere in the world from spring through late fall. However, the winter sport is hardly in the same class; and those cold winds quickly invite dreams of warmer climes and species that we rarely, if ever, encounter in our waters.

Now is the time we'd all like to head south, but it's not necessarily the best time for what we may be seeking down there. It's not enough to simply run off to some warm and exotic spot and expect to find great fishing. You're very apt to be disappointed at this time of year. However, if you look into the possibilities first and plan carefully, an outstanding mid-winter trip is a possibility.

The first consideration should be: "What do I want to catch?" Most of the fish you'll be seeking in tropical waters are migratory or respond to even slight changes in conditions. Bonefish rarely stray far from their home turf, but you'll have a hard time finding one after a cold snap hits the Florida Keys. Tarpon are available there and in Costa Rica year-round. However, there are periods when it would be difficult to prove that.

Rather than covering area by area, let's take a look at some of the glamor species and suggest when and where you might get a good shot at them.

Sailfish: Always a favorite with northerners who never see them in local waters, the Atlantic sailfish also is an unusually cooperative creature in that he saves his best for the snowbirds. As a general rule, sailfishing from Florida's Gold Coast down to the Keys is best from December into early February. Furthermore, the prime time is during those cold northerlies that would otherwise ruin a vacation. North winds and rough seas concentrate schools of bait fish and the sails flood in. When the weather gets nice and the sea flattens out, the fishing normally drops off rapidly. Keep in mind that the Atlantic sailfish is a small fish, which shouldn't be taken on tackle heavier than 20 lb. class. The Pacific sail is a much bigger fish that averages over twice the size, but doesn't fight nearly as hard. They, too, are suitable for 20 lb. tackle. Unfortunately, the mid-winter period isn't a good one for Pacific sailfish, though you will find some in many areas of Mexico and Panama.

The author with a black marlin taken at Club Pacifico de Panama.

Marlin: By and large, mid-winter is a poor period for marlin in the Americas. That's especially the case in the Atlantic and Caribbean. Your best bet is to fish the Pacific in Panama for blacks and blues. You'll have a good shot there at both Tropic Star Lodge and Club Pacifico de Panama. Cabo San Lucas, at the tip of Baja California, Mexico, is another likely choice for those species plus striped marlin

(Continued on next page.)

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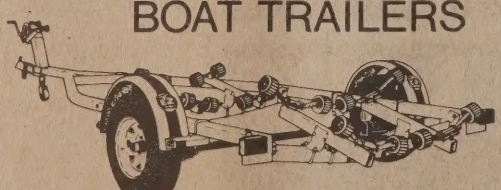

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and swordfish. However, Cabo is far enough north that mid-winter fishing can be affected by the weather. The warm waters brought in during the year of El Nino created an exceptional mid-winter billfishery there, but other winters have been quite picky. Salinas, Ecuador provides another good opportunity at striped marlin, though the mid-winter period has fallen off since El Nino. Now there seems to be better fishing for striped marlin from August to December, but more blue and black marlin are being encountered in the winter. In addition, a new fishery for those larger marlin has opened up a bit further north in Manta. Knud Holst, who owns the sport fishing boats in Ecuador has always proven dependable in providing an honest assessment of the fishing there. You can write to him at Pesca Tours, Box 487, Guayaquil, Ecuador; or call him during working hours (Guayaquil is in the same time zone) at 343365. If distance and expense is no object, you can fly across the Pacific and catch up with summer in New Zealand. January and February are prime months for the largest striped marlin in the oceans down there. This fishing is in the northern portion of North Island from Whakatane to the Bay of Islands. On the other hand, the season for giant black marlin in Australia is over, and very small blacks are now being caught.

Tunas: We have such good tuna fishing here that relatively few are likely to be interested in what the rest of the world has to offer at this time. The small blackfin tuna is the most common tuna during mid-winter along the Atlantic Coast and it's caught primarily in the Florida Keys. The Hump off Islamorada is a very good spot for them, as is the Hump located further offshore of Marathon. Blackfins are common right off the reef at Key West. Blackfins over 20 pounds are considered to be quite large, but they're great sport on light tackle. Large Pacific bigeyes are sometimes encountered off Salinas, Ecuador at this time. Cape Town, South Africa has an excellent fishery off the Cape of Good Hope for albacore and yellowfins, but very windy weather and giant seas hold the fishery down now. The best bet there is in March. For a real adventure, try one of those long range trips on the party boats from San Diego. They catch the biggest yellowfin tuna (to over 300 lbs.) plus wahoo and other species.

Tarpon: This is definitely the "off-season" throughtout Florida, but you can probably catch a silver king if you put your mind to it. The key to success is finding warm water. Some power plant discharges hold tarpon all winter. The one right off the Intercoastal in Fort Lauderdale is a very consistent producer. While tarpon fishing is pretty much a dead issue in the Upper Keys right now, some guides can take you to areas where small tarpon gather during warm periods. Without any guide at all, you

can catch tarpon from the bridges some nights—particularly when the shrimp are running. By far the best bet for a big tarpon is Key West. Tarpon can be trolled at night in the harbor, and by February there's usually fine day fishing right in the channel off downtown Key West. Guides use scrap shrimp heads or shrimp boat scrap to chum these fish to the hook. The Costa Rican camps re-open in mid-January for the dry season fishing. This tarpon fishery is entirely unpredictable, but can be very good at times. More about it in an upcoming piece.

Flats Fishing: This is the low point for flats fishing in the Florida Keys. However, during a mild winter you can still do quite well with bonefish and an occasional permit. In addition, there are more and bigger barracuda on the flats now than at any other time of year, along with blacktip sharks that will hit a plug and jump like makos. If the weather is mild and the winds are light, your chances are good. On the other hand, if a cold front hits you might as well stay home for a few days. The most consistent winter bonefishing is in the remote Content Keys. Surprisingly, you can also do very well with big bonefish right in Biscayne Bay, just below Miami. Key West offers a shot at permit all winter, and March is a prime month for that species. The Bahamas are loaded with bonefish, but they, too, are put off by the drop in temperature when a northerly blows through. The further south you go, the better off you'll be for these fish right now. Little Cayman is one Caribbean Island which offers good winter fishing. The bonefish there are chummed to the hook, and there's also fishing for landlocked tarpon which rarely exceed 20 lbs. By far the best bet is Christmas Island, out in the middle of the Pacific. The largest coral atoll in the world has a huge lagoon which is loaded with bonefish of all sizes.

Surface and Mid-Depths Game Fish: The kingfish (king mackerel) population is in trouble, and the great fishing of the past is now rarely encountered in Florida. However, these fish do rally off the southeast coast from time to time—especially during those northerly blows. Some big "smokers" can also be taken on trolled or drifted live baits. Amberjack are among the most dependable of all small game fish in the Tropics and they aren't that small. Fish of 40 to 50 lbs. are often average when the migratory schools swarm onto wrecks and such spots as the Hump off Islamorada. Many a poor day is saved by these tough jacks that will pull your arms off! Cobia are also most abundant in Southeast Florida in the winter. They can be spotted swimming under rays in the Atlantic or chummed up on Gulf wrecks. The Gulf wrecks out of Key West provide wonderful sport if you can get a fairly calm day when the water isn't clouded by a recent blow. The giant trevally of Christmas Island is a jack that readily strikes popping plugs and grows to well over 100 lbs. The cubera snapper found at Club Pacifico de Panama also go for poppers, as do the many other snappers and jacks of that area. Wahoo and dolphin aren't at their best right now, but you can catch the former off Christmas Island. Dolphin come and go off Salinas, Ecuador and there are always some off the Florida Keys.

Bottom Fish: Reef fishing is a big attraction year-round in the Florida Keys. Charter boats that specialize in this sport out of Islamorada use live pilchards to attract large yellowtail snappers which are fine sport on light tackle and outstanding in the pan. While at it they may also catch many other fish, including mutton snapper, groupers, amberjack and kingfish. Party boats also catch these fish. The best fishing is on those running from Key West to the Dry Tortugas. Jigging for groupers in the Bahamas is also good now—if the weather cooperates.

This is just a brief summary of what you can expect to find at mid-winter in warmer climes. Give considerable thought to what it is that you're really interested in, and then be sure you're aware of the odds involved. With proper planning, that mid-winter trip can be a real winner!

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CUSTOM BUTT WRAPS:

DIAMONDS

by Ted Bingham

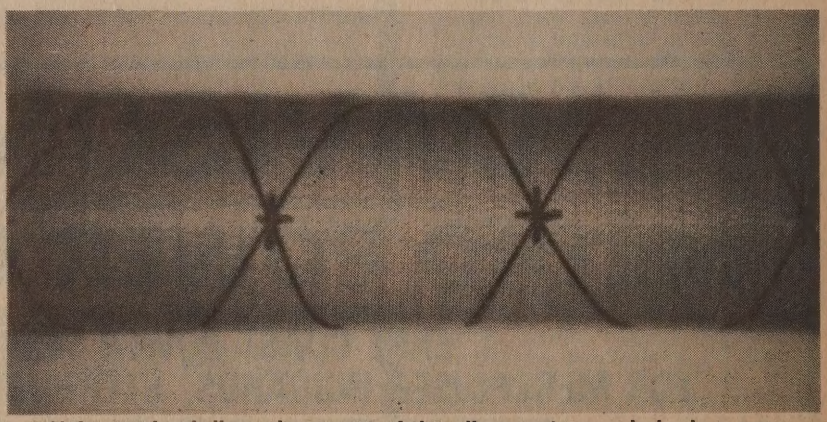
Custom rods are a sign of craftsmanship, knowledge and pride. Having your staff mistaken for a manufactured one is extremely aggravating, especially after spending countless hours of TLC only to find the local shop with hundreds of strikingly similar versions. Due to mass production, however, the word custom is becoming a misnomer. Although the components of these production rods are the same and they do perform their intended task well, there is one measure lacking. The true custom stick has, along with craftsmanship, the unique quality, or trademark, of the owner's personal "colors." With the sheer number of production rods available almost every combination of diamond wrap and color pattern have been covered. This necessitates a search for a unique design that a machine has not copied. The striving for this "better wheel" is the cornerstone of the custom rod crafter.

There is an endless array of shapes and patterns to choose from. All but a select few incorporate two basic formats. The first is commonly called a diamond wrap. The other is weaving which allows letters and designs to be implanted into the thread. This series will cover both systems in detail. The major emphasis will pertain to diamonds and their many variations. Among those described will be flags, reversed diamonds, circles, fish plus many more. There are no special tools required other than those normally used for rod making: a sturdy blank support, tape, razor and, of course, wrapping thread.

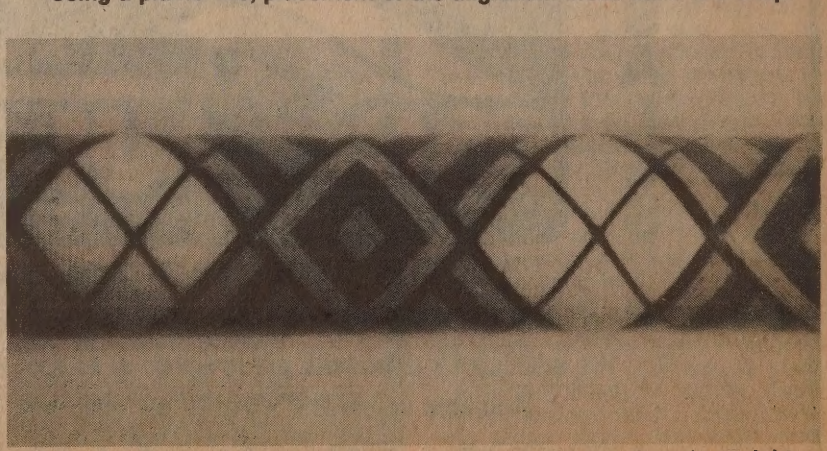
Although the diamond wrap is strictly decorative it, like any building block, must be started properly or everything that follows will multiply any inaccuracy. Since the diamond is the basis for most expansion wraps, perfecting it is essential.

Forming a diamond pattern is simple. Spiral a continuous thread up, turn it around, and bring it back down the blank. The length is usually five to seven inches long and can be formed either on the blank or an underwrap. The advantage of an underwrap is that it presents a contrasting background to the diamond pattern. It can, however, create difficulty in designs that require many of the pattern threads to be moved.

The first thread position of a pattern is critical. It must be exactly centered on the blank. This is accomplished with a ruler and the aid of a plumb line. The example layout we will use will center the diamond at one inch intervals. Place the ruler along the top of the blank with one end touching the foregrip. The blank's top is defined as the side the reel will be on. With the ruler in place make a small pencil mark every inch for six inches. Pencil is used because ink could bleed through the finished wrap. Now tie a length of thread from the center of the reel seat to the center of the first guide. Using this plumb line as a guide make small cross hairs of the ruled one inch marks. This results in a series of six, completely straight, Xs on the blank's top. These marks must be small enough so that the finished diamond will totally conceal them. Alignment marks must now be placed on the bottom side of the blank. These marks have to be halfway between the ones on top or every half inch. Again, using the ruler in the same fashion, place a hash line every half inch. Without two tie off points another method must be used to cross these marks. The best I have found is a small piece of paper. Cut a narrow strip long enough so that the ends EXACTLY touch when wrapped around the blank. Fold the paper in half and crease it. Now when the touching ends of the paper are placed on the upper cross hairs the crease will be at the bottom's center. After marking the lower cross hairs the first thread can be run. Spiral this thread up, turn it around and bring it back down the blank. Be absolutely certain that the threads cross at the exact center of each layout X. End the thread at the foregrip on a piece of



Using a plumb line, placement of the alignment cross hairs is a snap.



A square diamond is formed by crossing the wrapping threads at right angles.

double stick tape. Rolled masking tape, so both exposed sides are sticky, will suffice. Also, since wrapping involves constant handling of the grip, it's a good idea to cover it with a piece of plastic to keep it clean. Each succeeding thread is spiraled, up and down, first to the right, then the left of the center thread. Continue the procedure until the desired size diamond is obtained. The consecutive passes of thread can misalign one or more of the patterns. Therefore, it is suggested that, after the first three threads are in place, the plumb line be used to verify the alignment. Try alternating bands of color, so each highlights the other. After the pattern is complete, "block" the entire wrap by surrounding it with a contrasting color such as black. This serves to even further highlight the entire pattern. At this point check and tighten any loose threads.

In order to complete the project the exposed thread ends, on the double stick tape, must be trimmed and bound with a base wrap. This wrap may begin at any one of three places: just above, below, or at the middle of the first diamond of the pattern. Although most of the rod crafters I know start in the center of a diamond it still remains a matter of personal preference. Determine where it is to start and, working toward the grip, place about 10 tight wraps at that point and tie it off. Remove the tape and comb out the thread ends. Using a new razor blade cut the threads at a slight angle, as close to the base wrap as you dare. Be extremely cautious not to cut the base wrap as that's the only bond holding the wrap together. For extra security the pattern could be taped above the beginning of the base wrap if desired. After all the threads are cut and smoothed, extend the base wrap all the way to the grip and tie it off. Should one wrap not cover the under-threads, apply a second. Again check for loose threads throughout the entire pattern. When you are confident, apply a coat of color preserver and/or wrapping finish.

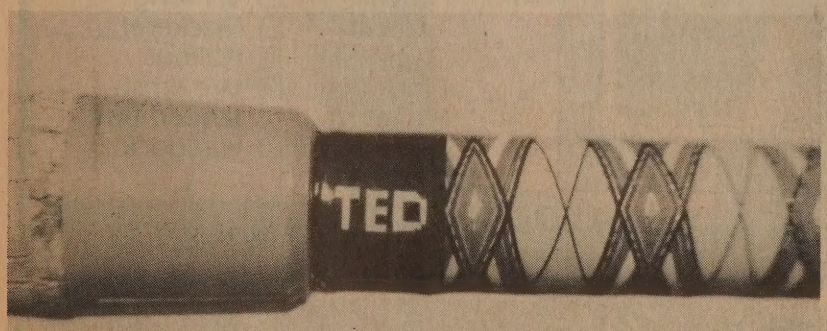
Now that the basics have been covered, we'll move on to the techniques and variations which will help you create a wider variety of intricate patterns. The first, and simplest variation, is changing the shape of the diamond. There are three choices each totally dependent on the layout marks. Compressed, across the axis, requires close spacing of the hash marks. If the marks are spread far apart an elongated, along the axis, pattern is obtained. Finally, should the center threads cross each other at right angles a square diamond would be produced.

When wrapping these and any other design, thread size and tension should be considered. There are two commonly used sizes of thread: A and D. Size D is relatively thick. Its diameter makes for easier handling and shorter wrapping time. The narrow A size thread is just the opposite. Although more difficult to use it does offer better detail and finer definition especially on the more intricate wraps. Its final advantage is the lack of bulk it produces both at the base wrap and where the threads cross.

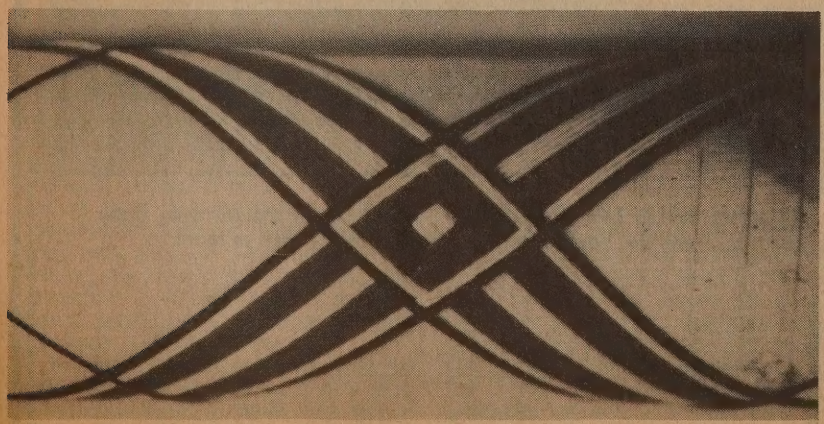
Regardless of the size used thread tension and tightening go hand in hand. Thread doesn't have to be wrapped so tight it stretches. In fact, this type of tension creates problems. If the same force isn't used throughout the wrap the diameter differences, between stretched and loose threads, can change the appearance and, in some cases, the pattern size. Even more important, these threads can be close to impossible to shift. As we explore advanced patterns wrapping from the outside inward will become the norm. In order to close these designs the threads must be manipulated. Proper tension is a talent that must be learned through practice. The same force should be applied throughout the entire pattern and be sufficient to hold the threads in place without biting into an underwrap. No matter how diligent the effort some tightening will be necessary. Don't concern yourself with each pass of a thread. This is time consuming and useless. Instead, tighten after every color band or, in lieu of bands, every fourth thread. When the time comes a burnishing tool will be needed. This tool has a blunt pointed tip and, as such, will not cut or burr the thread. The long flat side is used to push along the border and the tip tends to the internal movement of the pattern. An old credit card will also work. Using a good one can be cheaper though. When the edges begin to chafe discard it for another.

If pushing inward fails to close the gap, try working outward. Many times a stubborn thread refuses to move. In this case work one thread at a time. To solve the worst case scenario remember that threads are intertwined at the corners where they join. Pushing inward on each corner and the sides, will certainly close any gap. Another culprit often overlooked is the bands leading to the diamond itself. They should be straight and not wavy. The final touch is to flatten out, or burnish, the threads. This causes the strands to lay together and spread filling the last few gaps. Should a***#3*!! thread still not behave, cheat. Coat the area with color preserver and hold the thread in place until it dries. Its gluing action works when all else fails.

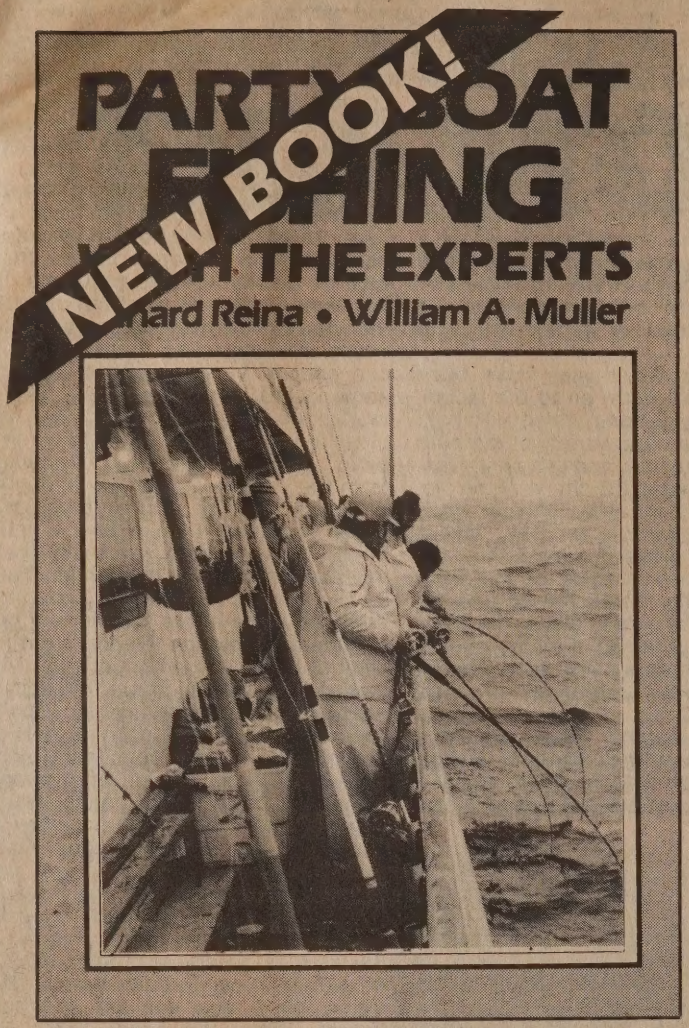
The following articles in this series will expand upon these techniques. As we progress you'll need every one of them and more. You'll discover that many of those past "mistakes" were actually the start of more advanced designs. Next week's subject will be placing two separate patterns on the same wrap as we cover Double Axis wraps.



Wrapping the threads close together produces a Condensed Across the Axis diamond.



Expanding the distance between the alignment centers leads to an Elongated Along the Axis diamond.



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THE SLEEPER OF FILENE'S COUCH

by Nelson Sigelman

This is a fishing story for all of you fishermen who've ever read that type of good-woman-next-to-you story. It's a story for all of you guys who've ever swallowed hard and said you'd mow the lawn instead of pound the surf, or sat at your mother-in-law's dining room table trying not to feel that east wind blow through the window. It's a fishing story about the kind of woman attracted to lures, only the lures better sparkle and fit nicely around the neck or on the finger.

It's about women and bait, only the bait better be served by a guy in a crisp white shirt and have wine served with it. It's about fishing and fashion, only the name better read Calvin Klein and not Fenwick or Red Ball. It's about rods, only that rod better be...but enough of this. Because this is a story for all of you guys who don't have someone up at 5AM making you coffee; someone who kisses you softly and wishes you good luck as you ease out of bed.

You know the kind of woman I mean. You've seen her reading a book on the beach at Sandy Neck or Nauset while her old man sleeps off an all nighter in the camper. She's a woman who can sit by a Coleman with someone named 'Smirnoff' while you fish the night. The kind, who through word and deed (and a little resignation), makes it easy for those maniacs called fishermen.

Now, let's get one thing straight here because I'm not talking about a woman putting up with a guy who, when he hears it's going to be a nice day decides to throw in a dozen sea worms along with the beer and sandwiches. And it's not the kind of guy who trolls around on a sunny day with a Bud in one hand hoping to run over a fish. It also doesn't mean going to the beach with a guy who packs his Coppertone before his reel and lets his rod sit in the sandspike like a sundial.

Nope. The kind of woman I'm talking about puts up with a guy who can stand on a deserted beach, in a howling wind, driving rain, and crashing surf—and in his own crazy

(Continued on next page.)

way enjoy it! I'm talking about the guy who casts all night till morning light with just mosquitoes for bites. I'm talking about a woman who puts up with a guy who's cold and hungry but still casts away, always thinking that the next cast'll catch that lunker bass; who knows he said he'd be home an hour ago for dinner as he mumbles "just three more casts, then I'll go"—for the fifteenth time!

Now Lisa was a hell of a woman. The kind who turned heads whenever she walked into a room. The kind of girl who remembered to send a thank you note after a dinner party and always let me know which tie matched; but a day of hanging out at the beach, even on the best of days, be it a beautiful spot like Wasque Point or Plum Island, was as appealing to her as a day of shopping in Filene's Basement was to me. In fact, notice of a sale at Filene's had about the same effect on Lisa as word of a bluefish blitz off of South Boston had on me. Needless to say, we both had to make some accommodations; although I'm sure she had some inkling of how things would be when, on our first date, I took her to Sully's of South Boston for a burger and a frappe, set up a lawn chair for her at the point and then proceeded to fish for flounder! Dressed as she was for a rather different kind of day she went home and told her girl friend that I was the biggest jerk she'd ever met. So much for first impressions.

Then there were the days of an east wind on the weather report and a morning tide at Plum Island. The kind of days you just know you're going to catch fish. Sitting in our living room the night before I'd lay out all of my lures in anticipation, picking which ones I'd carry in my surf bag. This was Lisa's cue to ask in a voice so finely tuned to my guilt wave length. "You're going to go fishing again tomorrow? You went fishing last week." "But honey," I'd say, "I'll be home early," knowing that 'early' would have no meaning to me once I was standing in the surf with fish to be caught. (I'm sure that the brainwaves controlling love and guilt are connected in some way and that some women have found a way to modulate their voices and hit it—like mothers!) "Okay, doll. Why don't we do something together. I just won't go fishing." "Oh, that's all right honey. I want you to go."

But of course I'd stay home and tell myself that I probably wouldn't have caught any fish anyhow as I'd reluctantly put my tackle away. I don't have to tell you what the fishing report in The Fisherman would say about Plum Island after deciding not to go: Killed them off of Plum Island. Hey, of course.

So I tried another angle and suggested we go to Nantucket for our vacation. Nantucket, she thought, shops, nice restaurants, quaint streets, a cozy guest house.

Nantucket, I thought, Great Point, Mattaket, bluefish, bass, rolling surf.

After two days of keeping my mania in check I did manage to talk Lisa into getting up before sunrise the next morning. I took her to a nice restaurant. I described the beauty of the ocean at first light. I mean I was so eloquent that the entire table next to us begged to go, but somehow my convincing eloquence of the evening was only a distant memory when the alarm went off at 4AM and Lisa was less than ready to jump out of bed. Me, I can't get up at 9AM for work, but let that alarm go off for fishing and I'm ready to go in five minutes. It's hard to get that reaction though from someone not so concerned, or aware of the prime time for fishing. So I whispered, I prodded, and I pulled, try to get Lisa on the move before I lost any chance of a bass. I mean, here I was on NANTUCKET! My fishing mania was at full force and screaming let's get going! But I fought my rising frustration and tried to humor Lisa. She's not being the most rational person at 4AM. I didn't want her to completely flip out as she was making a strong effort to get up, but there was one big problem. NO COFFEE!!

I got her into the Jeep we rented and I flew for Great Point as Lisa insisted that she had to have coffee, like it was my fault that we didn't. So she just sat in the Jeep looking real grim with an expression that I trans-

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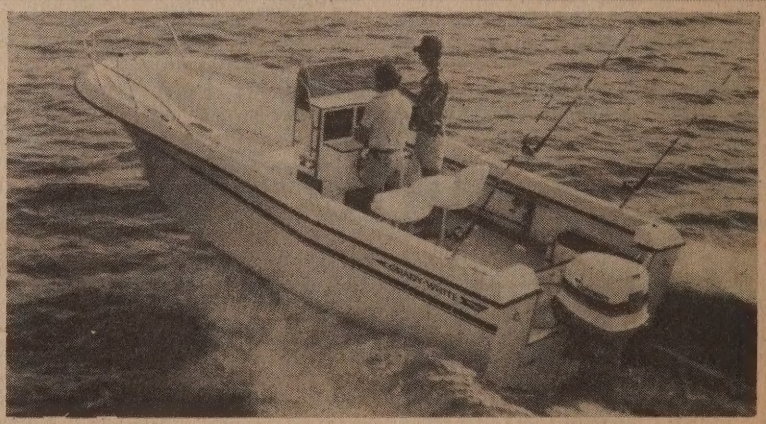

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lated as "you got me up in the middle of the night to go fishing pal, so you'd better find me a cup of coffee or I'll be the biggest bitch you've ever spent a day with." Meanwhile, all I want to do is get there because the sky's starting to brighten in the east, but just as I'm insisting that no place is going to be open (and I didn't arrange it as a plot) we pass a little diner with the light on. Lisa's damm-the-fish, damm-the-sunrise look is all I need. So I pull into the parking area, hop out and go up to the door. I can see a nice dark pot of coffee brewing and an older woman setting the place up, but when I go to open the door it's locked. I tap on the door to get her attention. No response. I tap again and the waitress looks up and nervously tells me they don't open till 5AM. Now, my appearance is not the best at 4:30AM, particularly as I hadn't been shaving; so in my most pleading, "I am not a drugged hippie ax murderer" voice, I tell her all I want is a cup of coffee. Lisa, having seen the coffee, screams to me to tell her that all we want is a damn cup of coffee, but no way is that lady going to open the door without a National Guard backup.

Well, as far as Lisa is concerned if I was any kind of man I would put that Jeep into gear, drive through the door and take the cup of coffee.

I left rather quickly with a pretty narrow-eyed girl friend who was not about to be impressed by any sunrise (unless it was shining through the window of a bedroom) or any fish I might catch, unless it was towing a thermos of coffee.

Well, I figured what I've got to do is go fishing when Lisa wouldn't care, which meant going all night while she was asleep. So my good fishing buddy, Peter Arpino and I planned to fish all night at the Cape Cod Canal. Sunday being my day off, I even told Lisa I'd take her shopping at Filene's. I figured I'd catch a nap in the morning and be fine, so off we went to the canal. The current was due to change from west to east just before sunrise, which was the perfect time to catch a bass hitchin' a ride into Cape Cod Bay, and maybe some real action during the 20 minutes or so of slack water. A lot of other guys had the same good idea and we fished and talked away the night by the railroad bridge when sure enough, the current started to hit slack before turning and bass—big bass—started to break right smack in the middle of the canal. Guys on either side of the canal were going bonkers as the bass broke just out of reach and if a world record casting distance wasn't set that day, it wasn't for lack of trying.

I did manage to get my 3 oz. Hopkins out to the middle of the canal with one mighty cast of my Fenwick rod. Unfortunately, my line was no longer attached to it. The bass never did move close to either side, but long after they'd move off, the fever was still strong enough to keep Peter and I casting away. We headed back to Boston just before noon, which killed any chance of a nap.

All I wanted to do was close my eyes, but I knew I'd promised to give Lisa a ride to Filene's and there was no way out of that short of burning the place down. So I put my gear away and off we went.

"Look," I said, "you do your shopping and I'll go up to the Men's department with the Sunday paper. They've got a couch up there and I'll just hang out and read the paper. Let's see, it's 1:30 now, how about if we meet there at 2:30?"

"Okay, honey," she cheerily said and off she went.

I mean this was the Great Point, the Wasque Rip, the Montauk Light of shopping. She was in Filene's and she was in her glory. Looking like something that had washed up on the beach, and with probably the same aroma, I walked to the couch in the Men's department and sat down. Reacting to the nervous stare of the salesman and realizing that an all-nighter hadn't exactly given me the Calvin Klein look, I got up and told the salesman that I was just going to wait for my girl friend. He didn't ask if she was Tugboat Annie and I sat back down. I started to go through the motions of reading my paper, but I hadn't realized that I had 3 oz. sinkers attached to each eyelid. I kept trying to sit up and gave it a good fight, but all I wanted to do was sleep. The next thing I knew the salesman was shaking me awake. "Sir, sir, you can't sleep here, sir," he said in that best salesman voice.

I forced myself up and apologized, explaining that I'd been fishing all night, a fact that didn't seem to ease his fears at all. I sat up straight and held the paper up in front of me, but try as I would to keep my eyes open those sinkers just kept closing them down. It got to the point where keeping my eyes open was like keeping the shades up in a room with the lights off.

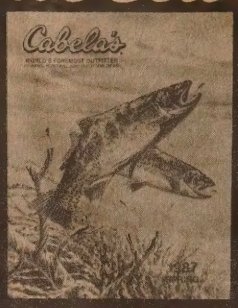
Where was Lisa? She was supposed to meet me at 2:30; it was now 3:00. I was struggling, I was sufferin'. I got up and looked around. I went downstairs. I went upstairs. I raced through ladies lingerie. I was in a panic and exhausted. Not being exactly clear-headed, I didn't know whether to be mad or worried and swung madly between both, when who comes up the stairs but Lisa.

"Oh, hi honey. Sorry I'm late, but I saw some beautiful dresses downstairs and forgot what time it was."

Lisa and I aren't together any more and I traded in the Volvo for a Jeep with a rod rack. I go fishing whenever I want to as well. I guess what it all came down to is that Calvin Klein doesn't fish and a blitz off of Wasque Point does not a sale at Filene's make.

So guys, if you've got one of those "good woman next to you," who doesn't mind waiting at home while you wait for that strike, just remember, from time to time, bring her home some flowers with those fillets and kiss her goodnight.

Cabela's



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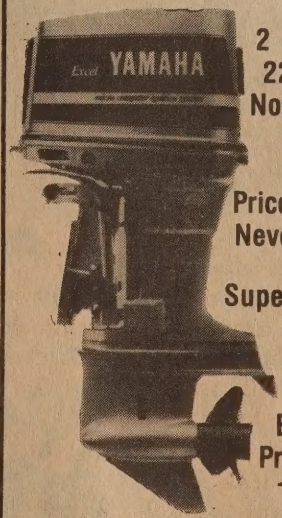

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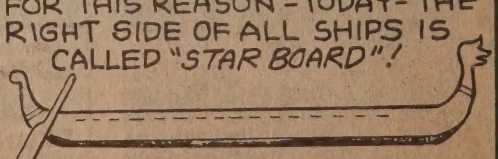
THE PIROGUE, FORMED OF A HOLLOWED OUT CYPRESS LOG, OPENED THE SWAMPS OF LOUISIANA TO THE EARLY CAJUNS,,, TO DAY IT REMAINS THE FAVORITE BOAT OF A HANDFUL OF HUNTERS AND FISHERMEN WHO STILL MAKE A LIVING IN THE BAYOUS AND SWAMPS. IN SPITE OF ITS SKINNY, FRAGILE APPEARANCE, IT IS A TOUGH DURABLE CRAFT CAPABLE OF TRANSPORTING A LARGE LOAD.

THE SQUARE STERN CANOE OR SPONSON LETS A FISHERMAN MOUNT A MOTOR EASIER THAN STERN MOUNTS. THIS MOTORIZED CANOE CAN COVER MORE TERRITORY FOR BETTER FISHING, BUT IS SAID TO BE HARDER TO STEER AND PADDLE,,, HOWEVER IT WORKED FINE FOR ME ON SEVERAL FISHING TRIPS.

THE BIRCH BARK CANOE DEVELOPED BY THE INDIANS OF NORTH AMERICA SERVED THE EARLY SETTLERS WELL AND ITS MODERN COUNTERPART IS STILL A SWIFT AND SAFE MEANS OF TRAVEL, CAMPING AND FISHING.

THE VIKING LONGSHIP, OR DRAKKAR, HAD ONE RUDDER, ALWAYS ON THE RIGHT SIDE WHICH WAS CALLED THE "*STEER-BOARD*" SIDE FOR THIS REASON -TODAY- THE RIGHT SIDE OF ALL SHIPS IS CALLED "*STAR BOARD*"!



BEST FISHING DAYS FOR JANUARY WHEN THE MOON IS BETWEEN NEW AND FULL ARE JAN. 1-14.

BY FRED GUARDINEER

East End REPORT

with Mrs. Lorry Mangan

Very little fishing activity on the Island's East End in recent weeks. Prior to our winter break, local cod-fishing had been very poor. In fact, the Viking Fleet had quit fishing locally.

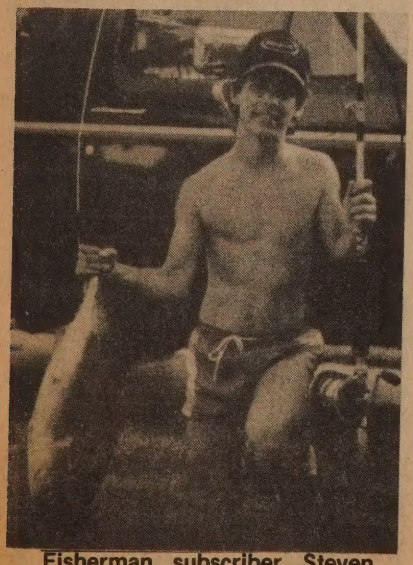
MONTAUK

The only news from the Point concerned a George's Bank trip made by the Viking Starship on Friday, December 26th. While we had no specifics for the trip, we did hear from several reliable sources that the fishing was fantastic. We will try to have more details on this most recent voyage in next week's report.

South Shore REPORT

with Fred Golofaro

There are still flounder to be caught in this area with reports coming from the Quogue Canal, State Channel and Buoy 2 in Great South Bay. There had been some good codfishing on the



Fisherman subscriber Steven Castronovo, caught this 30 lb. tuna over the summer aboard the family boat, Fanta-Sea.

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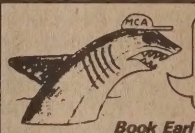

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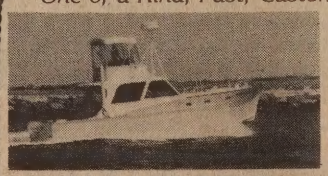

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wrecks prior to Christmas but the fishing has slowed of late. White perch are in the tidal creeks and for freshwater fans, the same tidal rivers and creeks, particularly the Connetquot, are holding plenty of trout.

MORICHES BAY & INLET

Mike at **L & M Marineland** in **East Moriches** said that he hadn't been around in a week, so he had no knowledge of any flounder activity in the area. However, I did hear from one reliable source that there were some flounder taken in the Quogue Canal during Christmas week. Bait has become a problem with fresh clams your best bet at this time of the year. Worms are very difficult to come by.

GREAT SOUTH BAY/ FIRE ISLAND INLET

Over at **J & R Sports Center** in **Oakdale**, Al Colban wished all of their customers a hearty Seasons Greetings. Al spoke of some pretty good cod catches made on the wrecks last week and knew of a few taken on open bottom as well. He did say the

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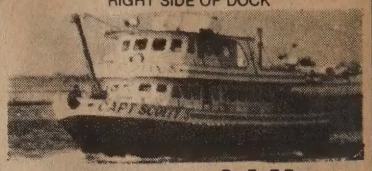

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FISHING

Colby Quint Feller with his first blackfish. It was decked on November 29th aboard the Sag Harbor based open boat, "Wilhelric."

fishing had slowed in recent days. Still flounder being caught with one boatman reporting 8 flounder on Saturday in the State Channel near Gilgo. All were big, between 1 and 2 pounds. A local clammer has been picking away steadily at big flounder while clamming near Buoy 2—East Islip. On Saturday, he had a half dozen tommy cod along with several big flatties. White perch in the 1/2 pound class and tommy cod are being taken in the tidal reaches of the Connetquot and there are lots of trout, many small but some nice ones mixed in, in Bubbles and Rattlesnake Creek.

Capt. Speedy Hubert of the **Captree** open boat **Speedy VIII** said that cod-fishing had been excellent before Christmas but has been somewhat er-

Phil Sztorc with a fine catch of fluke to 3½ lbs. taken in Moriches Bay this past summer. Phil fished out of Silly Lily Fishing Station in East Moriches.

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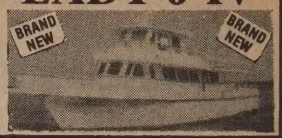

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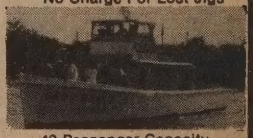

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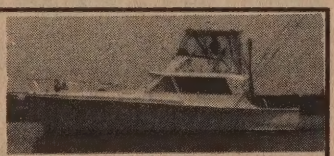

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Derek Dilworth caught these nice bass in Baisley Pond in the heart of Jamaica, Queens.

ratic since then with a few good days mixed in. All of the action has been on wrecks with a lot of dogfish still on open bottom. Some blackfish continue to be mixed with the cod. On Sunday's trip, 16 cod came over the rails. Saturday was a bust with only 1 fish taken. Friday however saw 50 big cod including several in the 50 pound class caught by fares. On the other hand, Thursday was "horrible".

From **Augie's Bait and Tackle** in **Babylon**, Tom Healy said that the shop is now on a winter schedule. They will be open from 8AM to 4PM daily through the winter. Concerning the codfishing, Tom joined with Don Urbanski aboard the Speedy a week ago Sunday. The pair managed 4 cod

Ralph and Mike Green with big blues caught aboard the Miss Babylon on November 1, 1986.

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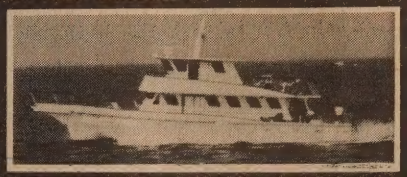

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to 25 pounds. Tom spoke of good fishing last week but was quick to add that it slowed this past week. He knew of a couple of private boats that cashed in on the good fishing prior to Christmas. Steve Affalt checked in a 28 pound cod which earned him the pool aboard the Capt. Joseph II on Saturday. The Babylon Tuna Club has scheduled their annual Cod Derby for this coming weekend. The club also announced its outstanding fish awards for the 1986 season. Copping the inshore category was Steve Leder with a bluefish of 19.5 pounds. It was taken in the surf. In the offshore division, Leo Sottile's 349 pound blue marlin received top billing. Ray Roberts had been doing a pretty good job on nice size flounder fishing from the Oak Beach shore near the Sore Thumb during Christmas week. He had been using worms and in fact had used the last of Augie's stock. Some white perch being taken at Bergen Point near the Golf Course on small Mr. Twister lures and lots of small trout reported by several customers from Rattlesnake Creek and the Connetquot.

Steve Oster decked this 26 lb. cod on a blackfish rig during a November 16th trip aboard the Freeport open boat, "Super Spray."

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West End REPORT
with Stu Miller

Welcome to the wonderful world of 1987. This past week's fishing has been extremely quiet on cod. Both private and party boats have been making the effort on sailable days with poor results. The highlight has been the huge catches of mackerel out of Sheepshead Bay and word that ling and whiting are starting to show. There seems to be some decent blackfish catches at 17 Fathoms.

WEST END BAYS/ JONES INLET

Mike at **Causeway Bait and Tackle** in Wantagh had his boat out this weekend and along with radio chatter from other boats in the area, informed us that there have been tons of dogfish in most areas SW of Jones Inlet with just a scattering of 3 to 7 pound cod caught on all the boats he knew about, including his own. Mike said that a very occasional whiting was also picked by the fleet.

Aboard the **Starstream II** this week, Captain Richie Kessinger who has been hitting wrecks called the cod-fishing very slow, but with a few cod caught each day.

JR at **Sea Isle Sports** asked us to pass on to you that he looks forward to your visiting the Sea Isle display at the New York Boat Show which starts Saturday. Part of the shop's display he said will feature a digital scale to show the power exerted by a stand-up rod versus a regular trolling rod. The display will also show the complete new lineup of Sea Isle's custom sticks.

This 2 lb. flattie was a pool winner for Karen Shluger during an October trip aboard the Freeport open boat, "Capt. Andy II."

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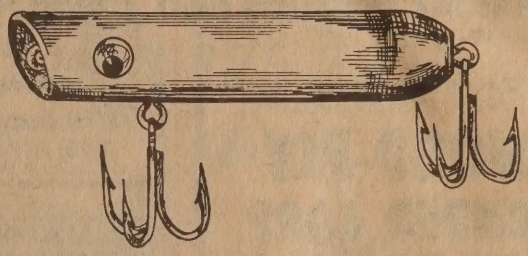

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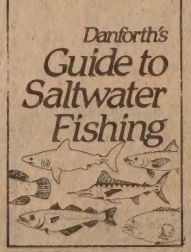

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Kathy Klein and Fred Pickering with a trio of blues taken from the Robert Moses surf in late November. All were taken on bunker chunks.

NEW YORK BIGHT

We learned from Captain Al Coley of the **Betty W. IV** that his fares have been having super mackerel fishing to the tune of 2 to 3 burlap bags full a man Saturday and Sunday. These were 1 to 3 pound Bostons and are being taken anywhere from Ambrose to south of Farms. Al said there's also an occasional ling and whiting caught.

Captain Butch of the **Zephyr** closed his '86 season on Sunday with excellent mixed catches of mackerel and blackfish off the Jersey coast. The skipper said he looks forward to seeing you in March when he will resume sailing.

Word out of **Mike's Tackle**, across from the fleet was of the very good mackerel action over the weekend and the very decent blackfishing at 17 Fathoms. He also told of some whiting at Scotland and Ambrose, which should now start to really build as the water chills down.

Bob Paul, Willie and Mike O'Connor and Max Gruber trekked up to Lake Ontario to take these 17 to 25 lb. chinook salmon with Captain Bill Johnson of "Odyssey Charters."

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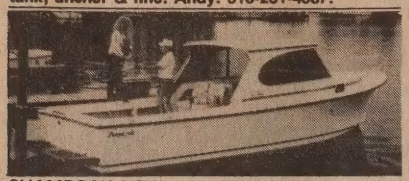

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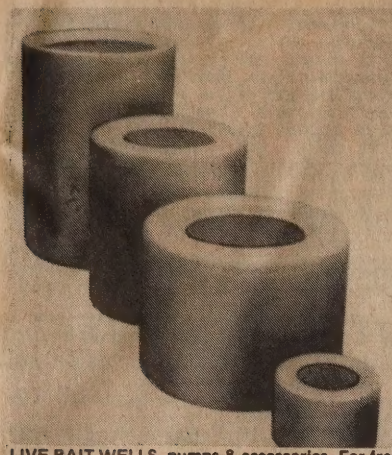

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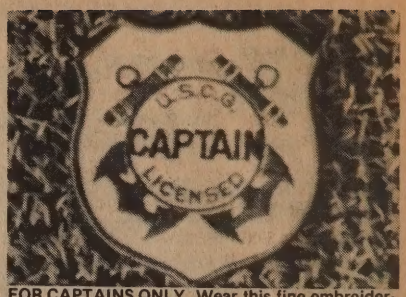

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Yes, I would like to "Send-A-Kid Fishing" this summer.
Enclosed is a donation in the amount of $_____

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Make checks payable to: "SEND-A-KID FISHING." All donations should be sent to: Post Office Box 1994, Bridge Street, Sag Harbor, New York 11963

High Tide Tables

How to use tide tables: To compute the high tide for the area you wish to fish, simply find the closest area on the conversion table. Add or subtract the hours and minutes as indicated from that area station above. Example: Shinnecock Inlet . . . –0 50 is listed under "On SANDY HOOK." –0 50 means you subtract 50 minutes from the times given for the SANDY HOOK STATION for the day you are going fishing. This is the approximate time for the high tide in the area. For low tide, add 6½ hours to this figure.

DAY	SANDY HOOK AM	SANDY HOOK PM	BREAKWATER HARBOR AM	BREAKWATER HARBOR PM	NEW YORK AM	NEW YORK PM	NEW LONDON AM	NEW LONDON PM	WILLETS POINT AM	WILLETS POINT PM	BRIDGEPORT AM	BRIDGEPORT PM	NEWPORT AM	NEWPORT PM	DATE
THURS.	8:25	8:55	9:15	9:40	9:00	9:40	9:45	10:25	11:50	—	11:45	—	8:20	8:45	1/1
FRI.	9:15	9:50	10:05	10:35	9:55	10:35	10:40	11:20	12:40	12:50	12:20	12:40	9:10	9:40	1/2
SAT.	10:10	10:45	11:00	11:30	10:55	11:30	11:35	—	1:40	1:50	1:15	1:35	10:05	10:30	1/3
SUN.	11:05	11:40	11:50	—	11:50	—	12:20	12:35	2:35	2:55	2:10	2:30	10:55	11:25	1/4
MON.	11:55	—	12:30	12:45	12:25	12:40	1:15	1:35	3:35	4:00	3:05	3:33	11:50	—	1/5
TUES.	12:30	12:50	1:25	1:40	1:15	1:30	2:15	2:40	4:35	5:05	4:00	4:30	12:20	12:45	1/6
WED.	1:25	1:40	2:25	2:40	2:10	2:25	3:20	3:45	5:35	6:10	5:00	6:30	1:20	1:40	1/7
THURS.	2:20	2:35	3:25	3:40	3:00	3:20	4:15	4:50	6:35	7:10	5:55	6:25	2:15	2:40	1/8

On Sandy Hook

STATEN ISLAND	+0 27
ATLANTIC HIGHLANDS	–0 01
Red Bank, Navesink River	+1 48
Long Branch	–0 34
SHARK RIVER INLET	–0 18
Shark River Basin	+0 27
MANASQUAN INLET	–0 12
Seaside Park	–0 33
Mantoloking bridge	+5 34
TOMS RIVER	+4 37
Waretown	+2 33
BARNEGAT LIGHT	–0 20
Manahawkin Bridge	+2 33
Beach Haven	+1 47
LITTLE EGG INLET	–0 01
Seven Islands	+0 12
Graveling Point	+1 05
Mullica River	+1 55
Grassy Bay	+1 08
ABSECON INLET	+0 14
Atlantic City Pier	–0 26
Great Egg Harbor Inlet	+0 12
GREAT EGG HARBOR	+0 44
CORSON INLET	+0 09
TOWNSENDS INLET	+0 06
HEREFORD INLET	+0 02
Grassy Sound Bridge	+0 45
Cape May Harbor	–0 02
Rehobeth Beach	–0 07
INDIAN RIVER INLET	+0 41
SHINNECOCK INLET	–0 50
Shinnecock Bay	+1 25
East Quogue	+2 45
Shinnecock Canal	+1 18
Indian Reservation	+3 05
MORICHES INLET	–0 56
Smith's Point	+3 28
Hart's Cove	+1 30
Pontunk Point	+3 35
Mastic Beach	+3 28
FIRE ISLAND INLET	–0 38
Democrat Point	–0 38
Coast Guard Station	–0 19
Fire Island Light	+0 47
GREAT SOUTH BAY	
Sayville (Brown Creek)	+3 39
Heckscher State Park	+3 20
Bay Shore	+2 23
Babylon	+2 12
Amityville	+2 21
JONES INLET	–0 19
Zachs Bay	+1 25
Seaford Harbor	+2 05
Freeport Creek	+0 34
E. ROCKAWAY INLET	–0 06
Long Beach Bridge	+0 19
ROCKAWAY INLET	0 00
Beach Channel Bridge	+0 38
J.F.K. Airport	+0 26

On Bridgeport

Lloyd Point	+0 08
Cold Spring Harbor	+0 08
Bayville Bridge	+0 13
Eatons Neck Point	+0 03
Northport Bay	+0 03
Norwalk Islands	+0 10
Smithtown Bay	+0 08
Cranes Neck Point	+0 05
Port Jefferson Hbr. entrance	+0 03
New Haven Harbor	+0 08
Mount Sinai Harbor	+0 05
Herod Point	–0 07
Mattituck Inlet	+0 05
Horton Point	–0 20
Truman Beach	–0 42
Falkner Island	–0 13
Sachem Head	–0 10
Branford Harbor	–0 07
New Haven Harbor entrance	–0 08
Milford Harbor	–0 07
Stratford, Housatonic River	+0 27
Shelton, Housatonic River	+1 36
Black Rock Harbor entrance	–0 03
Saugatuck River entrance	–0 01
South Norwalk	+0 10
Greens Ledge	–0 01
Stamford	+0 04
Cos Cob Harbor	+0 06
Greenwich	+0 02

On New London

Orient	+0 36
Little Gull Is. (Race)	+0 12
Greenport	+1 04
Southold	+1 43
New Suffolk	+2 26
South Jamesport	+2 32
Shinnecock Canal	+2 33
Noyack Bay	+2 05
Sag Harbor	+0 59
Three Mi. Hbr., Gardiners Bay	+0 21
Promised Land, Napeague Bay	–0 14
Montauk Inlet	–0 25
Montauk Point, north side	–1 13
Niantic	+1 20
Stonington, Fishers Is. Sound	–0 33
Noank, Mystic River ent.	–0 23
THAMES RIVER	
Smith Cove entrance	–0 01
Norwich	+0 12
CONNECTICUT RIVER	
Saybrook Jetty	+1 10
Lyme, highway bridge	+1 24
Essex	+1 38
East Haddam	+2 41
Higganum Creek	+2 54

On Willets Point

Little Neck Bay	–0 10
Execution Light	0 06
Manhasset Bay	–0 01
Hempstead Harbor	–0 11
City Island	–0 03
Rye Beach	–0 28
Port Chester	–0 09
Mamaroneck	–0 08
New Rochelle	–0 24
Davids Island	–0 02

On Breakwater Harbor

CAPE MAY POINT	–0 10
Miami Beach	+0 17
East Pt., Maurice River Cove	+0 53
Egg Island Point	+0 33
Cape Henlopen	–0 05
ROOSEVELT INLET	+0 09
Mispillion River entrance	+0 33

On New York

Jersey City	+0 07
George Washington Bridge	+0 46
Spuyten Duyvil, W/RR bridge	+0 58
Ossining	+1 53
Peekskill	+2 24
West Point	+3 16
Newburgh	+3 42

On Newport

Sakonnet	–1 10
Tiverton (between bridges)	+0 21
Beavertail Point	–0 02
Prudence Is., Sandy Point	+1 10
Bristol	+1 10
Warren	+0 21
Nayatt Point	+0 12
Pawtucket, Seekonk River	+0 21
East Greenwich	+0 16
Wickford	+0 12
Narragansett Pier	–0 08
Point Judith Hbr. of Refuge	–0 07
BLOCK ISLAND	
Great Salt Pond	+0 05
Block Island (Old Harbor)	–0 14
Watch Hill Point	+0 44

Sunrise/Sunset

DAY / DATE:		RISE:	SET:
THU.	1/1	7:28	4:38
FRI.	1/2	7:28	4:40
SAT.	1/3	7:28	4:41
SUN.	1/4	7:28	4:42
MON.	1/5	7:28	4:43
TUE.	1/6	7:28	4:44
WED.	1/7	7:28	4:45

Moonrise/Moonset

DAY / DATE:		RISE:	SET:
THU.	1/1	9:00AM	6:10PM
FRI.	1/2	9:35AM	7:30PM
SAT.	1/3	10:05AM	8:50PM
SUN.	1/4	10:30AM	10:00PM
MON.	1/5	10:50AM	11:10PM
TUE.	1/6	11:10AM	—
WED.	1/7	11:30AM	12:20AM

Moon Phases

NEW	1st Qtr.	FULL	Last Qtr.
1/29	1/6	1/15	1/22

The Original Knight SOLUNAR TABLES

The schedule of solunar periods below will help plan your day so that you will be fishing good areas during the time when the fish should be most active. The tables are not a guarantee you will catch fish, however.

The major periods begin at the time shown and last for 1½ to 2 hours thereafter, and are in the bold typeface. The minor periods are shorter in duration and the lighter typeface.

	AM		PM	
	Minor	Major	Minor	Major
Thurs.	5:45	—	6:25	12:10
Fri.	7:00	12:50	7:30	1:15
Sat.	7:55	1:45	8:30	2:15
Sun.	8:55	2:45	9:25	3:10
Mon.	9:45	3:35	10:15	4:00
Tues.	10:35	4:25	11:00	4:45
Wed.	11:15	5:05	11:40	5:25
Thurs.	11:55	5:45	—	6:05

OPEN SUNDAY
OPEN LATE EVERY NIGHT
AD GOOD FOR ONE WEEK OR WHILE SUPPLY LASTS

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